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Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 1 January 8, 1932

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FRUIT AND VEGETABLE DIVISION LETTER

(Issued every Friday)

CONFIDENTIAL
Not for publication

THIS IS THE FIRST DIVISION LETTER SINCE THE ISSUE FOR DEC. 18, 1931

1a. A MOST INTERESTING AND VALUABLE LETTER FROM THE NORTHWEST

F. E. Bailey wrote the following letter from Yakima, Washington, on January 2. It contains a lot of valuable information:-

"I wish to comment on several points in connection with the fruit and vegetable industry of the State of Washington, which I believe may be of general interest:

Unusual Shipments of Northwestern Apples

"First, is the matter of bulk and loose-in-box shipments of apples from Yakima Valley points, which have shown a considerable increase this season over any previous season. Of the numerous Yakima firms, that have been using this method of shipment, I have interviewed 10 and find that these firms have shipped 86 cars of apples loose in boxes and 55 cars of bulk apples for this season to December 31, which is probably more than all of last season. The Yakima Valley has for several years past been shipping bulk and loose-in-box apples to Montana, the Dakotas, Oklahoma, and adjoining States. Much of the increase this year has gone to California points, especially Los Angeles.

"Romes shipped in bulk, Orchard Run Grade, have been bringing around $20 per ton, f.o.b. Yakima Valley; and when grading Combination Extra Fancy, Fancy and C Grade the f.o.b. price has been around $25 per ton.

"Winesaps, Orchard Run Grade, have been selling from $27.50 to $30 per ton, f.o.b. These prices are for stock from the high altitude districts, where the fruit is firmer and generally of good quality.

"Fruit shipped loose in boxes has been bringing $5 per ton more than the bulk shipments.

"Some Jonathans, shipped loose in boxes, netted $22.50 f.o.b. Yakima.

"The price range for Delicious, shipped loose in boxes, has been from $30 to $57.50 per ton, mostly $45 and above, f.o.b. Yakima.

"Yakima Valley points have a bulk and loose-in-box apple rate to Los Angeles of $1.06 per 100 pounds, with a minimum bulk load of 30,000 pounds and a minimum loose-in-box load from 31,000 to 35,000 pounds, depending on the type of car. One operator, who has successfully handled a number of bulk and loose-in-box shipments, is very enthusiastic over this method of disposing of his fruit. He estimates that it costs about $1.25 for washing, grading, sorting, and warehousing a ton of apples handled loose; in comparison with a labor charge of $4.80 for the same items when the fruit is packed. The $4.80 does not include the cost of boxes and paper.

"It is my understanding that the Wenatchee Valley has not increased its bulk and loose-in-box shipments to any extent this year. Most of the shipments from that Valley go to Montana and Dakota points.-(Cont'd over)

Reduced Transportation Rates

"Another interesting development in the northwestern apple situation this year has been the several reductions in transportation rates during recent months. The following tabulation gives the reductions which apply to export shipments from Yakima Valley and Wenatchee Valley points:

Via New York	Former Rate	Present Rate
Rail rate to New York per box	$ .75	$ .57½
Ocean rate (common stowage)	.30	.25
Ocean rate (refrigerated)	.50	.40
Total per box (common stowage)	$ 1.05	$ .82½
Total per box (refrigerated)	$ 1.25	$ .97½
Via Seattle and Canal		
Rail rate to Seattle per box	$ .14¼	$ .11¼
Dockage and stowage (Port of Seattle)	.02½	.02½
Ocean rate (refrigerated)	.90	.75
Total per box	$ 1.06¾	$ .88¾

Plenty of Rain and Snow

"'The most satisfactory season from a moisture standpoint since 1921' is the way Edwin H. Jones, meteorologist in charge of the Yakima station of the U.S. Weather Bureau, describes present weather conditions in central and eastern Washington. The December precipitation for Yakima was 3.75 inches, which is 2.41 inches above normal, making last month by far the wettest December on record here. The total snowfall during the month was 29.9 inches, with 16 inches remaining on the ground at the end of the month. The total seasonal precipitation, since September 1, has been 4.79 inches, which is 1.48 inches above normal. The year 1927 was the last year that the seasonal precipitation was above normal.

"At Snoqualmie Pass approximately 6 feet of snow was reported on the ground at the end of the month, with other mountain passes reporting a corresponding amount of snow. It is this mountain snowfall, which governs the water supply for the irrigated districts during the following growing season, and this much snow in the passes at this time assures an ample supply of water for next season.

"The eastern part of the State experienced one cold spell, extending from December 14 to 16. Temperatures ranged down to 6 degrees and 8 degrees below zero, but so far there have been no temperatures considered low enough to damage fruit buds or trees. Altogether, seasonal conditions in eastern Washington to date are favorable for the production next year of a tree fruit crop normal or better in both quantity and quality.

Condition of Fruit in Storage

"Fruit in storage this season frequently is reported as not holding up as well as in the average season, and the small portion which is in common storage is especially noticeable for its rapidly-advancing maturity. The warm temperatures prevailing during the early and middle part of the fall were not conducive to satisfactory common-storage temperatures.

"There is some concern over the Jonathan stock still on hand, as the storage life of this variety is rapidly nearing the end.

Rhubarb Grown in Dark Cellars

"Next week will probably see the beginning of carlot shipments of hothouse rhubarb from western Washington. This is the first crop of the year to be harvested in the State of Washington. While it is designated as hot-

house rhubarb, it is really grown in specially-constructed dark cellars, where three-year or four-year old roots are placed on the floor (not planted) of the cellar and forced into growth with the aid of water and heat.

"Sumner, Washington, is the headquarters for this rhubarb crop, where a growers' association controls practically all of the tonnage. It is understood that this year a considerable portion of the tonnage from Auburn, six miles from Sumner, will be consolidated with that at Sumner.

"This commodity is packed in three grades, Extra Fancy, Fancy and C Grade, in containers carrying 15 pounds net. The size of the container was reduced last year from 20 pounds net."

2a. POSTAGE ON FOREIGN MAIL

A recent communication to the Department from the Second Assistant Postmaster General quotes from a letter received in the Post Office Department from the Postal Administration of Germany, mentioning the receipt in Germany by a German citizen of an official communication from one of the field offices of this Department to which the postage required for foreign transmittal had not been affixed, with the consequence that the citizen was compelled to pay the postal charges. This was stated to be only one of several instances of the sort, occurring from time to time over a course of years. The official envelope of the Department occasioning the complaint was inclosed and bore evidence of the facts stated.

In failing to affix the required postage, the field station officials overlooked paragraph 80 of the Fiscal Regulations of the Department, which clearly indicates that postage is required on letters to points in foreign countries with certain specified exceptions. These exceptions, it may be mentioned, vary somewhat from year to year, but are shown in the current edition of the annual United States Postal Guide under the heading of "Free Matter."

In view of the facts disclosed, chiefs of bureaus are requested to bring to the attention of all of their employees the instructions with respect to postage on foreign mail matter, contained in paragraph 80 of the Fiscal Regulations, and to impress upon them the importance of compliance therewith. - (reprinted from The Official Record)

THIS DIVISION LETTER IS EXCEPTIONALLY LARGE,
because material has accumulated for weeks.

MARKET NEWS MEN will find very helpful material in letters from Inspectors.

INSPECTORS will find very interesting material in the letters from the Market News men.

MARKET NEWS SERVICE

1b. GOOD DEMAND FOR RIO GRANDE VALLEY CABBAGE AND CARROTS

W. D. Googe wrote as follows in a letter of January 3 from Brownsville, Texas:-

"During the last two weeks, when the country generally celebrates two important holidays and business usually slows up, the lower Rio Grande Valley was particularly active in moving its crop of winter vegetables. Even citrus shipments were heavier than expected.

"The demand for cabbage brought out more than 400 cars during the two weeks, 96 cars of which were loaded on Tuesday, December 29. Prices went as high as $35 per ton to growers, but the average price during the period has been between $20 and $25 per ton. In all, the total carlot shipments from the Valley were approximately 1,100 cars, and the movement by motor trucks was estimated to be about 300 cars.

"There has been a good demand for carrots, which are reported to be very scarce, and shippers have been paying $1-$1.50 per crate of 5 dozen bunches in the fields. These prices are net to growers, the shippers paying charges for harvesting, washing, and packing. Prices for beets have likewise improved somewhat, but growers are receiving about one-fifth of what they are getting for carrots, or 20¢-30¢ per crate in the fields.

"The movement of other bunched vegetables has increased considerably, particularly that of green broccoli. A good portion of this crop is shipped in mixed cars along with anise, escarole, endive, spinach, shallots, etc. South of Brownsville is a crop of more than 100 acres of peas, which will be about ready for carlot shipment the coming week. Growers have told me that perhaps as many as 50 cars will be shipped, which is a new venture in this commodity from the Valley.

Due to poor market conditions, the fall potato crop has not been shipped except in mixed cars. During the past week, however, growers have shown a desire to clean up their fields, and two to three straight cars daily have been forwarded. Cash prices to growers have been mostly $1.25 per 100-pound sack of Bliss Triumphs on the basis of U.S. No. 1 grade, 1½-inch minimum. Cash-track and usual-terms prices are usually 25¢ and 50¢ higher respectively.

"No damaging frosts were reported during the latter part of December, as is the rule in this section. The weather has been favorable to growing and harvesting most of the Valley crops, but it has been cool enough to retard the maturity of citrus. In spite of drastic reductions in freight rates to intra-state points, the movement of all commodities by motor trucks has been surprising. About 50% of the citrus now being shipped is going by trucks."

2b. CODE CHANGES - EFFECTIVE JANUARY 15

On the "GOB" (Miscellaneous F.O.B. Phrases) page of the code, make the following changes:

*# GOBOX shipments consigned
*# GOBOY cars shipped joint account

On the "GOD-GOS" (Miscellaneous Market Phrases) page, add the following:

GODAL carlot sales delivered _____ **

** When decoding, insert name of city at head of wire.

3b. MAINE POTATO GROWERS UNION READY TO FUNCTION

V. H. Nicholson included some news about the new organization of Maine potato growers in his letter of December 31 from Presque Isle:-

"The market for Maine potatoes has shown a slightly better tone during the past few days. The actual price-advance has been rather small, but the volume of sales has been heavier than a week ago. The street price has advanced slightly to 50¢-55¢ bulk per barrel.

"The roads have been blocked with snow for short periods, and haulings have been rather light during the past two weeks. Shipments have been light, but Maine shipments have held up better than the movement from other States.

"The Maine Potato Growers Union expects to establish a minimum price early next week. The leaders of the movement state that nearly 80% of the growers have signed the agreement. However, reliable estimates place the number who have signed the agreement at less than 50% of the growers in Aroostook County.

"The organization is little more than a gentleman's agreement to not sell below minimum price which is set by the directors elected by the membership of the organization. The purpose is to boost the price of potatoes by simply refusing to sell for less than a stated price. It is hoped that the price may be increased to around $1 per barrel in the near future, although the price which is to be established next week is expected to be about 10¢ above the present level of 50¢-55¢ per barrel measure."

4b. GOOD CROP OF RHUBARB IN STATE OF WASHINGTON

B. E. Surry, temporarily at the Seattle office, included the following notes in a market review dated December 30:-

"Latest shippers' estimates place the Sumner district cellar rhubarb crop for the 1932 season at 200,000 crates. Small express shipments are now being made, with first straight cars out about January 15. More than 100 cars are expected to move between January 15 and March 15. Quality of early offerings, especially in regard to color, is very good.

"Seattle expects to receive the first car of Mexican tomatoes this week. Local supplies have been very light and, with the exception of a few Oregon hothouse offerings at high prices, a few Mexican arrivals via Portland have supplied the trade. Sweet potatoes and cranberries enjoyed a very good clean-up for the holidays and present stocks in the Northwest are light, with a firm market maintained for each of these commodities.

"Lettuce has been an item of some scarcity, and good quality has been difficult to obtain. California, Imperial Valley, and Arizona shipments have increased rather sharply this week and a plentiful supply may be had next week. The Seattle market has been strong for best southern California offerings."

5b. MILLIONS OF CHRISTMAS TREES SOLD

From five to ten million Christmas trees are bought in the United States per year, says the Forest Service. Every third or fourth family in America buys a Christmas tree. Maine, New Hampshire, Vermont, the Berkshire hills in Massachusets, and the Adirondacks and the Catskills in New York are the sources of supply for New York, Philadelphia, and Boston, and even for Baltimore and Washington. The forests of Michigan, Wisconsin, and Minnesota supply Chicago, St. Paul, Minneapolis, and the cities of the Plains States. The mountains of the West are the source for that region. The center of the Christmas-tree industry is in the East.

6b. SOME IMPROVEMENT IN IDAHO POTATO MARKET

R. G. Risser included the following information in letters of December 18 and 31, written from Idaho Falls:-

"A rather extraordinary situation developed during the first part of the week of December 13-19 in connection with the trading in Idaho potatoes. With its mind full of Christmas preparations, the public in consuming centers showed the usual mid-December indifference towards potatoes, which was reflected in a temporary lack of demand in many markets. Some Idaho shippers found themselves partly or completely out of the deal for the time being, in spite of their efforts to awaken the interest of the trade. Others who were fortunate in securing orders or had standing daily requirements to fill had difficulty in purchasing supplies of good stock at acceptable prices. Low temperatures in producing sections had cut off haulings from farm cellars, and owners of available warehouse stocks at shipping points were determined to get higher prices for their holdings. Regardless of the dullness of outside markets and the inactivity of many operators, offerings of good U.S. No. 1 Russets were so light as to create a somewhat stronger local undertone in the f.o.b. market for best stock.

"Idaho dealers report that competitive conditions with other sections in the markets and a comparatively firm market at Idaho shipping points have seriously hindered trading and interfered with the normal current movement of the crop into consumptive channels. At times they have found it hard to buy and sell without a loss. Their volume of business has been light, trading slow and expensive, and margins of profit small. Some operators have endeavored to boost the price at destination. Some have tried to hammer down the price at point of origin. Some abandoned the deal as hopeless under present conditions.

"Better business is generally looked for after Christmas. The weather here is now more moderate. Haulings from the cellars were resumed in a small way yesterday afternoon, and will be reflected in an increase in loadings, as packing operations get under way. The duration of the cold spell was so short as to create no serious deficiency in supplies on the markets."

Editor's Note:- Colder weather again developed in Idaho during early January, and a report of 5 degrees below zero was received on Wednesday.

"As the season advances, the disposal of the large quantities of U.S. No. 2's has become a problem of greater seriousness. There is general confidence in the outlook for U.S. No. 1 Russets but the same opinion is not held regarding the 2's. In some consuming centers, the 2's may be accepted in preference to 1's, if the spread between prices of the two grades becomes too great. The present average cash-track price is 25¢ per cwt. on U.S. No. 2's and 75¢ on the U.S. No. 1's."

7b. RAINS DAMAGE CUBAN TOMATO CROP

The following cable came from the American Consul General at Habana, Cuba, on January 6:-

"November rains damage tomatoes 40% but crop replanted. Estimated increase cucumber crop 30%. Other crops normal."

7½b. A SPECIAL REPORT ON ARGENTINE GRAPES

Under date of December 24, the Foreign Agricultural Service Division issued a special report, F.S.:F-102, entitled "Argentine Grapes Contracted for Shipment to the United States." Copies are available on request.

8b. WISCONSIN POTATOES SELLING HIGHER

A. M. McDowell, in charge of the Waupaca field station, wrote as follows in a letter of January 3:-

"Demand for Wisconsin potatoes was somewhat better this week and prices were also improved. The increase in price resulted in considerably heavier shipments, the daily average being about 40 cars, compared with 25 cars in the previous week.

"Estimates of the percentage of the crop which has been shipped to date vary widely, some dealers believing that as much as 60% has already been moved. Shipments of 6,300 cars are about 1,400 greater than at this time last year, when slightly less than half of the crop had been shipped. All estimates are mainly guesswork, as growers still hold most of the remaining stock. Few warehouses are filled to anywhere near capacity, and many are almost empty. With taxes payable before March 1, it is possible that deliveries may be heavier during the next two months.

"From four to six inches of snow fell New Year's Eve, which was more than had fallen all season up to that time. The weather has been comparatively mild for the last two or three weeks, the temperature being mostly around or above the freezing point.

"A few cars of seed stock are being moved, mostly into the lower Rio Grande Valley of Texas. However, very few cash transactions have taken place, most cars being sold on deferred payments, with shippers accepting crop-liens as security. There has been some inquiry for stock to be placed on shares, but no transactions have been reported. Most of these inquiries have been on a 40-60 basis,-that is, the shipper to deliver the seed f.o.b. destination and receive 40% of the crop, sacked and loaded for shipment. A few inquiries have offered as high as 50%."

9b. VERY LIGHT MOVEMENT OF COLORADO POTATOES

Bryce Morris sent the following information from the Denver office under date of December 19:-

"Warmer weather prevailed over all sections of the Eastern Slope in Colorado the past week (Dec. 13-19), although temperatures have remained low in the San Luis Valley and on the Western Slope. Grand Junction temperatures ranged from 8 degrees below, early in the week, to 2 degrees above zero Saturday morning.

"Potato shipments from the San Luis Valley this week have been the lightest for that period in recent years, with only seven cars from Monday to Friday, inclusive. The train schedule has been cut to two trains weekly, Tuesday and Saturday. Shippers are beginning to forecast supplies remaining in storage throughout the Valley, with recent figures ranging from 500 to 700 cars. It now seems certain that the San Luis Valley shipments will not exceed 2,500 and probably be nearer 2,200 cars this year, compared with slightly more than 10,000 last season.

"Onion markets held about steady the past week at shipping points throughout Colorado, with offerings limited and demand somewhat slower."

9½b. ANOTHER SUMMARY ISSUED

Recently the following summary was distributed from Washington:-

"Marketing Imperial Valley Lettuce, 1931 Season," by A. E. Prugh and L. T. Kirby.

10b. A REPORT ON ARIZONA LETTUCE

Although the winter lettuce season in Arizona is already waning and A. E. Prugh is about to leave Phoenix and proceed to Brawley, California, the following letter written by him from Phoenix on December 14 will be of interest. It arrived too late for the last Division Letter in 1931:-

"Arizona lettuce so far has lacked solidity, and many cars have barely passed the minimum requirements of the standardization law. Apparently, abnormally high temperatures early in November and extremely low temperatures late in November caused this unfavorable development. Some fields are ready to be disked up now, being covered with 'seeders,' without the heads becoming solid enough to pack. After total Arizona shipments reached 32 cars on the 8th of December, a fairly heavy rain practically stopped cutting and only six cars moved on the 10th. After the rain, frosty nights retarded growth, so that, up to the 13th, only 391 cars have been shipped from Arizona, and 276 of these have originated in the Eloy district. To the same date last season, Arizona had shipped 816 cars.

"Lately there has been some f.o.b. buying, regardless of lack of solidity, on account of the Christmas market. Besides, quality is reported very ordinary in San Fernando, Calif., as that district has had considerable rain. Imperial Valley has also been affected with unfavorable weather conditions, and only four cars have moved from the Valley to the 13th. Reports indicate less than 300 cars from there for the entire month of December.

"It is not likely that Arizona will average over 50 cars a day this week, and some estimates have placed the total winter season movement at less than 2,000 cars.

"Snow is visible from Phoenix, low down on the mountains, which would indicate continued cool weather. Shippers are hoping for better weather conditions to improve quality. It seems that total United States shipments of lettuce will be light for several weeks."

11b. " RUTABAGAS" OR "TURNIPS" IN STATE OF WASHINGTON

J. D. Hamilton, of the Portland office, has advised us that he notices references to Washington shipments of rutabagas and turnips, which are not representative of the production in that State.

A recent market review, dated December 31, said that "more than half the total carlot supply of domestic turnips in recent weeks has come from the State of Washington, but Canadian imports have been about equal to combined shipments from the States." And under the heading of "Rutabagas and Turnips" the annual report of unloads in Portland, Oregon, shows 15 cars as having arrived from Washington and 4 from California during 1931.

Mr. Hamilton goes on to explain that these unloads are really rutabagas from Washington and fresh bunched turnips in crates from California. He says the two States are not competitive at all, in their production of these commodities. Washington's rutabagas are shipped with tops off, and sacked like onions and potatoes. They are grown exclusively in the lower Yakima Valley, with two crop movements - a small August crop and the main storage crop harvested in October.

TOTAL SHIPMENTS of fruits and vegetables during last week showed an increase of fully 50% over movement of Christmas week and reached 12,440 cars.

12b. WESTERN NEW YORK CROP AND MARKET NOTES

R. L. Sutton included the following comments in a report dated January 5 at the Rochester office:-

"With the advent of the new year, it is noticeable that a condition of slight improvement is developing in certain of the vegetable crops from western and central New York. The commodities holding the lead in this respect are onions, carrots, and potatoes.

"The daily loadings of cabbage increased recently to around 100 cars, the outturn over the past week-end being of sufficient volume to fill 105 cars. The prevailing cash price to growers remains mostly at $10 per ton.

"The onion market appears to be in a strong position. Sales on 50-pound sacks at shipping point are ranging $2-$2.25 for U.S. No. 1 Yellows, 50-75% 2 inches and larger.

"The demand shown for potatoes recently has been fairly encouraging. The wagonload-cash-to-growers price continues to hold mostly at 25¢ per bushel, with a few points paying as high as 30¢.

"The lighter crop that has been reported for carrots this year is beginning to be manifested in strengthening of the market situation. F.o.b. sales of carrots in the rough in 100-pound sacks recently exceeded the $1 mark. Prior to this, very little business has been reported over 90¢.

"It is of note that a few more cars of apples from this section have recently been shipped for export movement. However, judging from weekly cable reports covering sales on European markets, it is doubtful whether such shipments will be profitable.

"The celery holdings have been reduced, but not to the extend desirable at this late date. About 370 carloads remained in western New York cold-storage houses on January 1. It must be inevitable that the wastage on remaining stocks will be great. Quality of present shipments is only fair to ordinary."

13b. TOTAL CARLOT SHIPMENTS COMPARED FOR 10 YEARS

The section in Washington which tabulates carlot shipments of perishables has just published a mimeographed tabulation, showing the total movement (except by motor truck) of each of 43 fruits and vegetables for each calendar year from 1921 to 1930 inclusive. This table gives some interesting comparisons, and copies can be had on request.

Total shipments gradually increased from 744,488 cars in 1921 to a peak of 1,074,069 cars in 1929 and then decreased slightly in 1930 to 1,053,602. Products showing the largest increases in 10 years were as follows:

	1921	1930		1921	1930
Asparagus	902	2,789	Misc. melons	1,152b	12,352
Beans, snap	1,600	9,835	Mixed vegetables	14,803	31,180
Carrots	1,773	12,341	Onions	23,561	39,577
Cauliflower	3,869	10,123	Pears	13,160	28,733
Celery	12,635	26,411	Peas, green	2,707c	7,295
Cucumbers	4,832	7,663	Potatoes	218,001	252,411
Grapefruit	12,312	20,001	Spinach	4,954	9,823
Grapes	37,816	70,890	Tomatoes	17,425	34,050
Lettuce	18,738	55,628	Turnips & Rutabg.	744	1,728
Mixed citrus	1,592a	12,459	Watermelons	45,749	59,011
Peaches	27,334	38,490			

a-1922 b-1923 c-1925, these being first years of reports.

14b. A SECOND INTERESTING LETTER ON ARIZONA LETTUCE

Just before this D. L. went to press, another letter dated January 4 was received from A. E. Prugh, at Phoenix:-

"Arizona lettuce shipments to January 3 have totaled 1,384 cars, with 498 from the Eloy district, 765 Salt River Valley, 87 Yuma, 11 Tubac (near Nogales), 19 Winkleman and 5 Rittenhouse. About 400 cars are expected out this week, 250 the week beginning the 11th, and perhaps 150 after the 16th. Movement from the Eloy district is decreasing, but Yuma is expected to average about 15 cars a day this week.

"Quality has improved slightly and is now running 75-85% U.S. No. 1. Very few U.S. No. 1 cars have been shipped, on account of soft lettuce and frost damage. The carlot cash market has dropped from the high point of $3.75 on December 28 to $2.25 today, January 4. Shipments have been so light through December that, even in the present depression, lettuce of only fair to ordinary quality could move into consumption at high prices. Track holdings on 15 important markets were down to 145 cars on December 31 and increased to only 232 by January 4, after the holidays. Yuma district has had the best quality of recent shipments, with Eloy second and Salt River Valley third.

"December shipments from Imperial Valley totaled only 390 cars. The rapid increase in Imperial shipments from 19 on the 27th to 79 the 28th and 84 cars the 29th caused the trade to be afraid of continued heavy movement and resulted in the decline in f.o.b. prices. However, after December 29, Imperial movement decreased, but we hear that 107 cars have been ordered for loading there today, which would indicate heavier shipments than were expected. Some very good lettuce is now moving from Imperial Valley and the healthy appearance of the growing stock indicates good quality this winter. On December 28 and 29, considerable soft stock was packed on account of the high market at that time. It is expected that total movement from Imperial Valley will be from 10,000 to 11,000 cars, and fairly good prices should prevail through January, as the output should not be excessive until February.

"In this fall and winter deal, shippers in the Eloy district of Arizona will make some money, but most shippers in the Phoenix section are expected to only break even, on account of the light yields. The Yuma district should show a profit. Taken as a whole, shippers will be in better condition financially than if a normal crop had been produced.

"Some good cauliflower has been moving from Rittenhouse, Arizona; also from Fowler, near Phoenix. This has been commanding a 50¢ per crate premium f.o.b. over stock from the Los Angeles district.

"A few cars of carrots have been shipped from Rittenhouse and Mesa, and the f.o.b. market has been strong at $2.50 per crate. Acreage in Salt River Valley is about 200.

"Arizona lettuce plantings for the spring crop, according to a report just issued by J. M. Foote of the Standardization Service, total 14,719 acres, compared with 16,020 last year. Salt River Valley, with 11,114 as against 13,075 last year, shows a decrease, but Yuma has 2,385 compared with 1,495 last year, and Eloy 700 compared with 400 in 1931."

DAILY REPORTS ON TRUCK MOVEMENT of Florida citrus fruit will no longer be available, because of inability of the State Department of Agriculture to furnish this information to our Winter Haven office.

B. C. BOREE,
Specialist in Market News

TEMPORARY FIELD STATIONS OF MARKET NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y. ** D-310 Triangle Bldg.	837	R. L. Sutton	Pears*	Sept. 2	Oct. 27*
			Onions	Sept. 2	April 9
			Carrots	Sept. 2	May 21
			Cabbage	Sept. 2	March 26
			Celery	Sept. 2	Jan. 16
			Apples	Sept. 8	May 21
			Peaches*	Sept.10	Oct. 3*
			Grapes*	Sept.23	Nov. 7*
			Potatoes	Oct. 5	May 21
PRESQUE ISLE, ME.** Hedrich Block	842	V. H. Nicholson	Potatoes	Sept.10	April 30
WAUPACA, WIS.** Court House	894	A. M. McDowell	Potatoes	Sept.15	March 26
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept.17	May 7
BROWNSVILLE, TEXAS** Chamber of Commerce	931	W. D. Googe	Citrus	Oct. 15	March 31
			Vegetables	Dec. 7	June 1
WINTER HAVEN, FLA.** DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.** 412 P.O. Bldg.	895	R. E. Keller	Apples*	Oct. 30	Dec. 12*
			Onions	Oct. 31	April 2
			Potatoes	Oct. 31	May 14
POMPANO, FLA.**	937	J. B. Owens	Beans	Jan. 5	April 15
			Peppers	Jan. 5	April 15
			Tomatoes	Jan. 11	April 15
BRAWLEY, CALIF.**	933	A. E. Prugh	Lettuce	Jan. 11	March 12
SANFORD, Fla.**	910	B. E. Surry	Celery	Jan. 11	April 16
PLANT CITY, FLA.**	850	R. M. Peterson	Stbr.	Jan. 14	April 9
The following station closes on date indicated:					
PHOENIX, ARIZ.** 602 Security Bldg.	815	A. E. Prugh	Lettuce	Dec. 1	Jan. 9

** State cooperating * Reports discontinued

W. F. Cox in San Francisco H. E. Rutland at Brooksville, Fla.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

REGULATORY ACTIVITIES

1c. PUBLIC HEARINGS UNDER THE P.A.C. ACT

The Department of Agriculture announced the following hearings under the Perishable Agricultural Commodities Act, to be held during the first part of January. C. P. Dorr, of the Office of the Solicitor, has been assigned as examiner to preside at these hearings, and Mrs. Julitta Sullivan as reporter:

Date	Place	Parties Involved
Jan. 2	Omaha, Nebraska	Potato Exchange v s. Omaha Fruit Co.
Jan. 4	Dubuque, Iowa	Fruit Exchange v s. W. M. Hanson & Sons
Jan. 8	Chicago, Illinois	Chas. F. Schoening Orchard Co. v.s. Schoenburg-Golbus Co.
Jan. 9	Chicago, Illinois	Riley-McFarland Co. v s. Sotirakopulos Bros.
Jan. 11	Detroit, Michigan	H. E. Hall v s. Kroger Grocery & Baking Co.
Jan. 11	Detroit, Michigan	Harry Becker v s. Pacific Fruit & Produce Co.
Jan. 12	Toledo, Ohio	J. W. Myers Commission Co. v s. Farris Bros.
Jan. 13	Cleveland, Ohio	Brown White, Inc. v s. Terminal Vegetable Marketing Co.
Jan. 14	Columbus, Ohio	C. L. Buck & Sons v.s. Philip Sansone
Jan. 15	Columbus, Ohio	J. B. Esterlin, Jr. v s. Sugar Bros.

NOTE:- All of these public hearings are scheduled to be held in the Post Office Building in the respective cities.

2e. SETTLEMENT OF A SCRANTON CASE UNDER THE P.A.C. ACT

The Secretary of Agriculture has issued an order in the sum of $128.90 in favor of the complainant, in a case brought under the Perishable Agricultural Commodities Act by Elmer G. Porter, of Caywood, N.Y., against the Lackawanna Fruit & Produce Co., Scranton, Pa.

Porter sold to the Lackawanna Fruit & Produce Co. part of a carload of Bartlett pears, consisting of 93 bushels. The Lackawanna Fruit & Produce Co. took 83 bushels but left the remaining 10 in the car, claiming that they were not Bartletts. After attempting to secure acceptance of the 10 bushels, Porter finally resold them for $2 but was compelled to pay $6 demurrage on the car. As a result of the ensuing controversy, the Lackawanna Fruit & Produce Co. failed to pay for any of the pears.

At the hearing, Porter testified that he had personally seen the pears at time of loading and that the entire shipment was Bartletts. The Lackawanna Fruit & Produce Co. failed to present any competent proof, supporting the claim that the 10 bushels were not Bartletts. Therefore the Secretary ordered a reparation order issued in the sum of $119.90, together with $9 interest thereon, making in all $128.90. He also ordered that the facts be published by the Bureau of Agricultural Economics.

3e. PITTSBURGH FIRM FINED UNDER THE PRODUCE AGENCY ACT

On December 29 last, William Fox and Louis Fox, of the firm of William Fox & Company, Pittsburgh, Pa., appeared before the United States District Court and entered pleas of guilty, as charged in an information filed under the provisions of the Produce Agency Act, charging them with having made incorrect and fraudulent accounting to a shipper in North Carolina. The minimum fine of $100 was imposed by the court upon each of the defendants, together with costs of the proceedings.

R. H. Shoemaker and C. R. Newton investigated this case in the spring of 1931. It is of especial interest in that the defendants made restitution, prior to the investigation, of practically all the monies unlawfully withheld. In fact, they were engaged in going through their files and checking all consignment transactions for the purpose of making restitution, when Messrs. Shoemaker and Newton commenced their investigation. They had become involved in a controversy with one E. Gorel concerning payment for services. As a result of this controversy, Gorel threatened to expose the defendants, as he had personal knowledge of the fraudulent transactions by reason of his connection with the firm of William Fox & Company.

Prosecution was based upon the fact that incorrect and fraudulent accountings had been rendered and railroad loss-and-damage claims collected and not paid over to the consignors until threatened with exposure approximately six months after the transactions occurred.

Presumably, the court took into consideration the fact that restitution had been made, in fixing the minimum punishment provided by the Act, but was convinced that the unlawful acts were in nowise changed by the fact that restitution was made.

4e. A PRODUCE AGENCY CASE SETTLED IN LOS ANGELES

A communication from C. P. Dorr of the Solicitor's office, written at Los Angeles, states that in the matter of the criminal prosecutiou under the Produce Agency Act, heretofore pending in the United States District Court at Los Angeles against Harry S. Roberts, the court records show that on August 24, 1931, the defendant entered a plea of guilty and was fined $25 and ordered to pay to the consignors, Armstrong & Craver of Freewater, Oregon, the amount of $419.52 unlawfully withheld from them by the defendant. Armstrong & Craver advise that they have accepted and received $400 in full settlement.

The produce consigned in this case was a carlot of apples from Oregon, sold in Los Angeles by Roberts for accouut of Armstrong & Craver. Roberts accounted correctly to the consignors in due time, but failed to pay. This is the second case in Los Angeles, wherein the United States Court has included in its sentence the requirement that the defendant pay the amount due the consignor and in which the theory is upheld that failure to pay constitutes "failure truly and correctly to account" within the meaning of the Produce Agency Act.

This case was investigated by C. R. Newton and O. N. Harsha in the summer of 1930. The case was prepared and submitted to the Department of Justice on December 13, 1930.

4½e. OREGON ONION SITUATION

About two-thirds of Oregon's 1,000-car crop of onions has moved from growers' hands. Local country dealers have been paying $2.75-$3, plus bags,

5e. DECISION RENDERED IN P.A.C. CASE AT BUFFALO

The Secretary of Agriculture has issued a reparation order in the sum of $473,90 in favor of the complainant, in a case brought under the Perishable Agricultural Commodities Act by Sam Krasnow, of Pittsburgh, Pa., against Altman & Swartz, of Buffalo, N. Y.

In July, 1930, Sam Krasnow sold to Altman & Swartz 300 crates of "Royal Ace" brand Honey Dew melons at $2.30 per crate delivered at Buffalo, the car then being in transit from the shipping point in California. Upon arrival of the car in Buffalo, the melons were inspected by Altman & Swartz, who refused to accept them. Krasnow thereupon reshipped the car to Pittsburgh and sold it there, afterwards filing complaint with the Department of Agriculture, requesting reparation for the loss suffered by reason of the rejection of the car.

The sale was made through A. N. Altmayer, of Pittsburgh, and the weight of the evidence submitted was that Altman & Swartz authorized Altmayer to make the purchase in question for them. Altmayer issued a sales-slip for the car and also sent a telegram, confirming the telephone instructions given him by Altman & Swartz, and the Secretary held that this sales-slip and telegram constituted a sufficient memorandum to meet the requirements of the Statute of Frauds.

Krasnow claimed that Altman & Swartz bought the car "rolling acceptance" Altman & Swartz denied this, but the Secretary feels that there is little difference concerning the latter's liability, whether the melons were purchased as a rolling car or on a delivered basis. Altman & Swartz had the right to examine the melons upon arrival at Buffalo for the purpose of determining whether they complied with the sales specifications and, if not, to reject them. The point to be decided then is whether Krasnow furnished melons of the kind and quality contemplated by the parties.

No official inspection of the melons was made either at the shipping point or at destination. It appears, however, that Altman & Swartz knew that they were purchasing the "Royal Ace" brand of Honey Dew melons and that they did not consider these as being of the best quality. The Secretary feels, therefore, that no particular quality or grade of melons was specified and that Krasnow furnished substantially the same kind and quality and the exact brand of melons referred to in the contract.

The Secretary of Agriculture therefore awarded damages to Krasnow in the sum of $438.86, plus interest thereon in the sum of $35.04, making a total of $473.90, and ordered that the facts regarding the case should be published by the Bureau of Agricultural Economics.

6e. A GOOD ARTICLE RELATING TO THE P.A.C. WORK

The Produce News (New York) for December 5, 1931, contained a four-column article, describing the operations under the P.A.C. Act and the results of the first year of its administration. It is a good account of this branch of the Fruit and Vegetable Division, and the writer gives special credit to F. G. Robb, H. A. Spilman, C. H. Walleigh and others.

The Produce News editor's note reads in part as follows:- "Believing the P.A.C. Act to be of utmost importance to the present and future welfare of the fruit and vegetable industry, the Produce News sent one of its staff, Mr. A. E. Haglund, to Washington to study the workings of the Act and the equipment with which it is administered."

F. G. ROBB,
In Charge, Regulatory Branch.

INSPECTION SERVICE

1c. CORRECTION OF NOTICE REGARDING TOLERANCES

Par. 1c in the Division Letter for December 18, 1931, contained in the first line the word "products" where it was intended to say "packages." This correction will make the opening sentence of that article read:-

"Heretofore, where all packages examined showed defects in various amounts and no one contained more than double the tolerance for the grade, it has been the policy of the service to average and report on the lot as a whole." - The remainder of the article stands as published.

Please also note that the policy, as outlined in that article, shall apply for all products for which the grades provide 10% tolerances, excepting in the case of cauliflower and other commodities which are packed with 25 specimens or less in a container. In such cases, any lot should be considered as meeting the requirements of a specified grade, if none of the containers are found to show more than double the tolerance permitted, provided that the entire lot shall average within the tolerances specified.

2c. SAMPLES OF PEANUTS SENT TO INSPECTION OFFICES

This week all of the 24 offices which are equipped for the inspection of peanuts will be sent samples of shelled white Spanish stock, showing the shriveled nuts allowed in U.S. No. 1 grade and those not allowed in that grade.

3c. APPEAL INSPECTION MAILING-LIST REVISED

With this D.L., each inspection office will receive a copy of the revised (Jan. 2, 1932) Appeal Inspection Mailing-List, which should be carefully filed for future reference. Any copies of former lists on hand should be destroyed. This list shows inspection work in all but three States, - Rhode Island, South Dakota and New Mexico.

4c. CORRECTED SHORT-GRADE-FORMS FOR WASHINGTON BOXED APPLES

There is being sent to each inspector a copy of the corrected short-grade forms for Washington boxed apples. The copy which was sent about November 1, 1931, was in error with respect to "Combination Grades," and those erroneous copies should all be destroyed.

5c. A REPORT ON THE MEETING OF THE A.A.A.S. IN NEW ORLEANS

The American Association for the Advancement of Science held its annual meeting in New Orleans this year, during the week of December 28 to January 2. H. S. Moles, in charge of the shipping-point inspection work in Louisiana, attended the Horticultural Section meetings and also accompanied a tour made to the citrus district by the delegates on December 31. Mr. Moles reports ideal weather during the week and states that, after seeing the flowers and ripening fruits, many of the northern visitors regretted having to leave the Southland.

6c. AN ATTRACTIVE INSPECTION EXHIBIT AT YAKIMA

The following letter of December 29 came from F. E. Bailey, Supervising Inspector at Yakima:-

"When the annual meeting of the Washington State Horticultural Association was held in Yakima during the first three days of December, an exhibit of new apple bud sports, and orchard and packing-house equipment and supplies, was conducted for the benefit of those attending the meeting.

"In connection with this display, the shipping-point inspection staff at Yakima also put on an exhibit of inspection and standardization work. Different articles of equipment, commonly used in inspection work, were attractively displayed in large glass cases. These included pressure testers, steelyards, special balances, hydrometers, fruit thermometers, and models of certificates.

"In another section apple and tomato grade models were exhibited, together with photographs pertaining to fruit and vegetable standardization work and colored plates showing storage and transit diseases of tree fruits.

"This was the first time a display of this kind had ever been attempted in this State, It attracted considerable attention, and many favorable comments were received from those who attended the exhibit."

7c. OCTOBER INSPECTIONS IN STATE OF WASHINGTON

The Inspection Letter, issued at Yakima on December 29, contained the following report of inspections at shipping points in Washington during the month of October, 1931:-

Apples	7,060	Peaches	3
Beets	1	Pears	717½
Carrots	28	Potatoes	688½
Cauliflower	11	Rutabagas	3
Celery	14	Spinach	54
Mixed fruits	19	Tomatoes	1
Mixed vegetables	23	Bulbs	0½
Mixed F. & V.	1	Raspberries, F.P.	1
Onions	110	TOTAL	8,735½

From July 1 to October 31, 1931, there were 15,496⅓ cars of fruits and vegetables shipping-point inspected and certified in the State of Washington.

8c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be added to List of Past-Due Accounts:

James Marcelletti,	Paw Paw, Mich.	$4.00
J. B. White & Company,	Boston, Mass	$24.00
Geo. A. Hanes Company,	Detroit, Mich.	$12.00
W. E. Walker,	Ft. Fairfield, Maine	$8.00
C. A. Kerr & Company,	Chicago, Ill.	$16.00
P. W. Krier,	Antigo, Wis.	$50.99
Wayne Newcomb,	Pocatello, Idaho	$4.00

The following should be taken from List of Past-Due Accounts:

Western Fruit & Produce Co.,	Chicago, Ill.	$4.00
Cadle Brokerage Company,	Kansas City, Mo.	$4.00

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason, 402 Ochoa Bldg., P. O. Box 1347 San Juan, P. R.	Citrus	April 1	March 1
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	April 1
WASHINGTON:	W. A. Hilgeson, Court House (Box 190), Wenatchee, Wash.	Apples	Aug. 15	Feb. 1
VIRGINIA:	T. W. Ayres, 211 Park Place, University, Va.	Apples	Sept. 14	March 15
MAINE:	G. Ray Warren, Caribou, Maine	Potatoes	Sept. 14	April 1
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegs.	Sept. 15 Nov. 15	May 15 May 15
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Citrus Vegs.	Sept. 20 Nov. 15	March 15 March 15
ARIZONA:	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Lettuce	Nov. 15	Jan. 15
	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican tomatoes	Dec. 1	May 1

REPORTS on North Dakota potatoes can be obtained from R. C. Hastings, State College Station, Fargo, N. D.

MARKET REPORTS published at many of the city offices and field stations during the holiday period were beautifully decorated with drawings, appropriate to the Christmas season. California Inspectors' Notes, issued by the Shipping-Point Inspection Service in California, also was decorated just before Christmas with a beautiful drawing in colors. -

9c. COMPLAINT REGARDING REPACKING OF BOXED APPLES

A large northwestern shipper has made complaint that our inspectors, when handling inspections in cold storage, make no attempt to put the apples back in boxes carefully. It is claimed that in some cases every box which has been examined is a complete wreck and there has been no attempt made by inspectors to replace the fruit properly. One cold-storage company has advised this shipper that Federal inspectors throw the fruit back into the boxes and often it is an inch above the end of the box, so that, when the lid is nailed on again, the apples are bruised until the package actually presents a worthless appearance. A shipper, who has taken particular pains at harvest time to pack his fruit right, is entitled to better treatment and certainly has a right to complain when a sale is ruined by having the fruit mishandled by inspectors.

All inspectors are cautioned to watch this matter more closely. After completing inspections, it is the duty of inspectors to see that boxes are properly repacked and replaced in as nearly original position as possible. Decayed specimens should be repacked about as found in the container and not left unduly exposed to view.

10c. SOME DAMAGE TO CALIFORNIA ORANGES FROM COLD WEATHER

The following item is from California Inspectors' Notes, dated December 18, 1931:-

"H. W. Peterson returned to Sacramento late to-day from a 10-day trip throughout the State. His itinerary included principally the orange districts, where inspections are being made. He reports considerable freezing damage, both in Tulare County and in the southern part of the State. At the present time the principal indication of damage is the presence of crystals; there is practically no drying out of segments apparent.

"Peterson reports seeing a 20-acre tract in the Lindsay district, covered with oranges that were dumped on account of freezing damage. In addition to this dump ground, there are two or three others in the same district.

"The cold weather has delayed cauliflower shipments in the coast districts; however, with favorable weather from this time on, there should be a considerable increase in the movement about the first of the year."

11c. BANKRUPTCY NOTICE

We have been advised that the Commercial Fruit and Produce Company of Hartford, Connecticut, has been declared in bankruptcy. Any unpaid bills against this concern should be forwarded to Washington for collection.

12c. SOME OREGON POTATOES BEING WASHED AT POINT OF ORIGIN

W. L. Close, Supervising Inspector at Salem, Oregon, wrote as follows in a letter dated December 23:-

"On our recent trip to Klamath Falls, Oregon, we noticed Schwab Commission Company washing their entire output of potatoes. The washer was hooked up ahead of the grader and seemed to be doing a very effective job of cleaning the potatoes. The stock being washed while we were there was not particularly dirty, but the difference in appearance was quite surprising. The man in charge advised us that they were finding a considerable demand for

washed potatoes in California markets and that the trade was beginning to specify 'washed stock' in their orders and inquiries.

"The washer itself was astonishingly simple. It consisted of two sets of roller brushes about six feet long in 'V' formation, and inclined at an angle of about 15 degrees. These rollers revolve in opposite direction, turning the potatoes at a slow rate as they pass through the machine. The water comes down from above, under rather low pressure or no pressure at all other than exists in the mains. The water is used only once and passes off through an outlet provided for that purpose. This particular machine had no provision for dryer attachment. It is our understanding, however, that such an attachment is being perfected at this time. Potatoes move from the washer directly across the sorting table and into the sacks. We looked at some of the potatoes after they had been sacked, and there was very little water on them. Potatoes that had been in the warehouse for 24 hours seemed to be as dry as we ordinarily find stock that has not been washed.

"We also noticed that it was possible to do a much better job of grading. Defects were easily and quickly seen, and there was practically no loss of time in decision on the part of the sorters. Such defects as sunburn and concealed machanical injuries loomed up conspicuously, whereas in unwashed stock such defects would have required close scrutiny, to say the least.

"Of course, washers have been in use in a limited way for the past several years, but this is the first time that I have ever seen a company washing all their output. It appears to me that the additional cost would be very largely taken care of by the decreased cost of sorting, and that probably in the future there will be a considerable tonnage of Klamath potatoes washed."

13c. SUPPLIES BEING INSPECTED FOR BOSTON INSTITUTIONS

The city of Boston has requested Federal inspection of all supplies of fruits and vefetables furnished city institutions, and this new work will probably require the full time of one inspector. This service will cover supplies furnished hospitals, penal institutions, and other establishments operated by the city of Boston.

R. C. BUTNER,
Supervisor of Inspection

A revised "PO" (Tomatoes) page of the Code was mailed to all Market News offices, effective January 8.

OFFICE NOTES:

On Wednesday evening of this week, Mr. Sherman addressed a meeting of the District of Columbia Dietetic Association, in the Parkside Hotel. His subject was: "Economy in the Purchasing of Fresh Vegetables."

F. G. Robb expects to attend the annual meeting of the National League of Commission Merchants in the Biltmore Hotel, Miami, Florida, on January 12 to 15. From Miami, he will proceed to New Orleans and attend the convention of the Western Fruit Jobbers Association in the Hotel Roosevelt on January 19 to 22. At both of these important gatherings, Mr. Robb will talk on the work of this Division under the P.A.C. Act and the Produce Agency Act.

It is expected that A. E. Prugh will close the field station on lettuce at Phoenix, Arizona, this Saturday and proceed to Brawley, Calif., where he will be the Federal representative of the cooperative news service on Imperial Valley lettuce.

OFFICE NOTES (CONTINUED):

Robert G. Hill plans to leave Washington next Monday night for peanut shipping points in southeastern Virginia and northeastern North Carolina. He will make further field investigations in connection with the proposed grades for cleaned and shelled Virginia-type peanuts. At Norfolk, Mr. Hill will meet with the grading committee of the National Peanut Shellers Association to discuss various points in the grades.

T. C. J. Baker, of the Package Standardization Project, leaves on Sunday for a field trip of five or six weeks' duration to numerous points in South Carolina, Georgia and Florida. He will make investigations under the Standard Container Acts and will visit various package factories in the South.

H. J. Clay is spending the last three days of this week, conferring with members of the peanut industry at Norfolk, Suffolk, Petersburg and Franklin, Virginia. He is obtaining data on the carry-over and stocks of peanuts on hand, on the basis of which information he will assist in the preparation of the 1932 outlook report on peanuts.

A. E. Mercker, Secretary of the Interstate Early Potato Committee, left Washington on Tuesday for various points in southeastern Virginia. On Wednesday, Thursday and Saturday he is scheduled to attend and address potato-growers' outlook meetings at Norge, Lynnhaven and Norfolk. Friday (today) was spent at Onley, on the Eastern Shore, where Mr. Mercker talked with persons attending the stockholders' meeting of the Eastern Shore of Virginia Produce Exchange regarding the 1932 potato outlook. He expects to be back in Washington on Sunday, but probably will go to various points in Maryland next week. He is scheduled to address the outlook meetings of potato growers at Pocomoke City and Snow Hill, Md., on January 13, at Princess Anne on the 14th, and at points on the Eastern Shore of Virginia on the 15th and 16th of the month, returning again to Washington on January 17.

Instead of returning to his headquarters in New York City at the end of last year, as announced in the last Division Letter, F. S. Kinsey has remained at the Boston office of the Inspection Service, where he will assist temporarily with the work in that market.

J. L. Ebert had expected to complete the inspection work for the Navy at Charleston, S.C., by the middle of January, but the Navy has requested a continuation of this service throughout the month, so that Mr. Ebert will remain at Charleston at least until February.

Bolling Hall, a member of the New York City inspection staff, has been assigned to Boston, to assist with work in that city until about March 20.

Miss Deoine Halverson, who has been employed in the Idaho Falls field station of the Market News Service the past two seasons, is now Mrs. Aldon Tall, according to announcement recently received in Washington. Congratulations and best wishes are extended to the bride and groom.

PLEASE NOTE that the New Orleans office has been moved from Room 308 to Room 323 in the Custom House in that city. Correct all branch office address lists promptly.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 2 January 15, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. APPLES IN COLD STORAGE ON JANUARY 1

Last Tuesday, the following report on cold-storage holdings of apples for January 1 was released in Washington:

	Barrels	Boxes	Baskets
January 1, 1932:	1,929,000	14,583,000	9,652,000
January 1, 1931:	1,197,000	19,137,000	5,996,000
Five-year average:	2,218,000	14,745,000	4,278,000

Total cold-storage holdings at the opening of the year 1932 were equivalent to 10,007,000 barrels, which is 5% more than stocks of January 1, 1931, and 17% above the five-year average figure. Supplies in barrels were 61% greater than a year ago but 13% below average for this month. Boxed apples in cold storage were 24% less plentiful than in 1931 but only 1% lower than the average stocks. Nearly 80% of the boxed holdings were still in Pacific Coast States. Apples in bushel baskets were 61% more abundant than supplies of a year ago and were 126% above the average for the month.

Reduced to equivalent barrels, the January report is as follows:

	Apples in Barrels	Boxes reduced to barrels	Baskets reduced to barrels
January 1, 1932:	1,929,000	4,861,000	3,217,000
January 1, 1931:	1,197,000	6,379,000	1,999,000
Five-year average:	2,218,000	4,915,000	1,426,000

2a. A REPORT ON NORTHWESTERN APPLE HOLDINGS AND SHIPMENTS

Mrs. L. B. Gerry, of the Spokane office, sent the following interesting report in a letter of January 9:-

Comparative Statement of Apple Movement to January 1, 1927-1932:

District		1932	1931	1930	1929	1928	1927	
WENATCHEE:	Packed	11,145	16,148	11,670	14,485	10,494	13,248	cars
	Culls	823	895	1,414	1,083	605	669	
YAKIMA:	Packed	4,681	9,331	5,708	8,412	5,501	8,104	cars
	Culls	424	463	742	1,364	446	831	

SEASON TOTAL SHIPMENTS:	1930-31	1929-30	1928-29	1927-28	1926-27	5-yr.Avg.
WENATCHEE:	23,486	17,726	20,707	15,075	16,843	18,767
% shipped to Jan. 1	68.8%	65.8%	70.%	69.6%	78.7%	70.3%
YAKIMA:	17,309	11,960	14,665	11,184	13,199	13,662
% shipped to Jan. 1	53.9%	47.7%	57.4%	49.2%	68.6%	54.2%

(continued over)

January 1 Storage Holdings of Apples in the Northwest

District	Common	Cold	Total Cars
Wenatchee	2,790	4,955	7,745
Yakima	670	7,371	8,041
Hood River	16	305	321
Spokane	119	53	172
Walla Walla-Milton-Freewater	4	273	277

(Report not yet received for Medford district)

The following information, covering the storage holdings by varieties, is confidential:

Storage Holdings by Varieties January 1 - Carloads

WENATCHEE	1932		1931	
	Cold	Common	Cold	Common
Winesaps	3,009	1,859	2,785	1,494
Jonathans	89	-	15	-
Delicious	874	24	1,122	-
Spitzenburgs	44	2	50	-
Rome Beautys	472	21	575	7
Staymans	218	68	119	13
Black Bens	16	-	27	7
Yellow Newtowns	67	23	114	45
Winter Bananas	4	-	14	-
W. W. Pearmains	77	8	63	12
Black Twigs	13	12	28	9
Arkansas Blacks	58	49	90	46
Ben Davis	1	3	1	7
Miscellaneous	13	17	9	12
Total	4,955	2,086	5,012	1,652
Ranch Estimate	-	704	-	674
Grand Total	7,745		7,338	

YAKIMA	1932		1931
	Cold	Common	Cold & Common
Winesaps	4,361	637	4,355
Jonathans	550	-	57
Rome Beautys	1,233	12	1,355
Delicious	592	-	964
Yellow Newtowns	209	-	405
Spitzenburgs	10	-	42
Arkansas Blacks	212	16	264
Staymans	102	-	72
Black Twigs	27	4	55
W. W. Pearmains	16	-	34
Black Bens & Ganos	32	-	17
Miscellaneous	27	1	41
Total	7,371	670	7,661

You will note from following table that the holdings on January 1 in the Northwest were heavier than at any time during the past six years:

Total Storage Holdings on January 1

	1932	1931	1930	1929	1928	1927
WENATCHEE:	7,745	7,338	6,056	6,222	4,581	3,595
YAKIMA:	8,041	7,978	6,252	6,253	5,683	5,095

MARKET NEWS SERVICE

1b. HIGH PRICES FOR COLORADO ONIONS

The following report of January 9 came from Bryce Morris, at the Denver office:-

"Continued warm weather has prevailed throughout the Denver area for the past two or three weeks, although heavy snows have fallen along the eastern border and in southwestern Colorado. Abundant snow has fallen in the high mountain ranges to the westward, and all sections of the State are assured sufficient irrigation water for 1932.

"Trading has been normal on the Denver market recently, with the low prices on oranges the chief factor of interest, practically all sizes selling around $3 per box.

"Colorado onion shipments have been fairly liberal recently, with demand remaining good and prices advancing. Practically no onions remain in growers' hands in the Arkansas Valley and very few on the Western Slope. Some dealers estimated that remaining supplies in the Arkansas Valley do not exceed 150 cars. One estimate is as low as 100 cars. On the Western Slope, remaining supplies probably range between 100 and 125 cars, according to reports of principal shippers in that area. Growers were receiving $3.50-$3.65 for No. 1 bulk Yellow Danvers, compared to 25¢-35¢ per cwt. at this time last year.

"The potato markets have been quite dull recently, especially on white potatoes. Estimates of supplies in the San Luis Valley range from 300 to 500 cars. It is quite certain that shipments will not exceed 2,000 cars for this season. Northern Colorado has probably shipped about one-third of this season's crop, which is variously estimated around 3,000 cars for the season. Western Slope shipments will probably equal the 1930 crop movement. For the State as a whole, we still maintain that shipments will not exceed 8,000 cars."

2b. CELLAR GRADING OF POTATOES INCREASES IN IDAHO

R. G. Risser reported as follows from Idaho Falls in a letter of January 8:-

"One of the developments this season in the potato producing sections of the Snake River Valley has been the phenomenal increase in the practice of grading this product in the farm storage cellars instead of hauling the entire supply to the warehouses at shipping points, where the grading and sacking operations have commonly been carried on in the past. This procedure has taken place in the interest of economy and is of special advantage in connection with the packing of this season's crop. It eliminates the necessity of hauling the culls either to or from shipping points; it permits hauling of the U.S. No. 2's whenever a sale is consummated, and it dispenses with one handling and sacking operation for the entire stock. In cases such as are common this season, where a large proportion of the potatoes are of inferior quality, the saving to the grower is very material. In some instances the grading and packing is done by the producer, but more frequently a crew is sent out by the shipper, who also supplies the sacks. The sacked potatoes are hauled directly to the shipping point from the cellars, and are all ready to be loaded in the cars. The lower-grade stock is retained on the farm, where it is utilized for feed or is sold to stockmen, or it may be held for a possible later sale. The improvement in farm cellars has made this measure of cellar packing possible."

3b. MAINE POTATO PRICES ADVANCE SLIGHTLY

V. H. Nicholson reported as follows from Presque Isle on January 9:-

"Shipments of Maine potatoes increased somewhat this week, and the price has strengthened slightly. However, there was a very light volume of sales yesterday.

"The Maine Potato Growers Union set a minimum price of 60¢ bulk per barrel for potatoes in the central part of the county. The prices in other sections were graduated according to the difference in freight rates. These prices became effective Tuesday, January 5, and the organization seems to have been fairly successful in holding the prices above the minimum. The shippers have bought at the prices established by the growers' organization, but they seem to be unable to dispose of their loaded cars at cost. Track holdings of loaded cars are fairly heavy.

"The Potato Growers Union is simply a gentleman's agreement to not sell below a minimum price, which is set by the directors of the organization. The by-laws provide that "any member or members who sell potatoes less than the price the Union sets on potatoes for that period, without a special permit, is subject to the penalty which the Union may impose upon him." However, the "penalty which the Union may impose upon him" or the method of determining it is not set forth in the agreement. Very few Aroostook County farmers could be induced to enter a cooperative marketing agreement, but it now appears that probably 50% of them have signed this present agreement."

4b. NEWS ON MICHIGAN ONIONS AND POTATOES

The following letter of January 9 came from R. E. Keller, at Grand Rapids, Mich.:-

"Onion values are steady to strong. Since January 1 both terminal markets and shipping points have shown marked advances. Heavy shipments in the last two or three days have limited the demand, but shippers are resisting any price decline. Present shipments represent orders booked ahead and fulfillment of January delivery contracts. Mild rainy weather all during December and continuing to date into January has caused an exceptionally heavy shrinkage. Small undersized onions and those from poor seed are showing heavy storage losses, while larger sizes from the best seed are keeping well.

"January 1 counts of onion stocks on hand in Michigan, made by local dealers and shippers, vary from 800 to 900 cars, not including the shrink. Shipments to date for the State now total 1,675 cars. About 146 cars have moved since January 1. So the probable movement for the season is now estimated between 2,325 and 2,425 cars, compared with 5,500 last season.

"Both the demand and f.o.b. prices for potatoes have picked up a little since the first of the year. However, the price to the growers has not been changed. Old-line houses are still paying 30¢ per cwt. at country loading points for U.S. No. 1 stock. The mild open weather experienced so far this winter has left the roads open, so that t ucks have been able to operate almost without interruption. Hence the volume moved by truck has been quite heavy."

4½b. ANOTHER SUMMARY ISSUED

"Marketing Louisiana Strawberries, 1931 Season," by R. L. Sutton is a new summary distributed from Washington this week.

5b. AN INTERESTING REPORT ON RIO GRANDE VALLEY VEGETABLES

W. D. Googe wrote as follows in a letter of January 10 from the field station at Brownsville:-

"The first week of the new year brought a fair to active demand for most of the lower Rio Grande Valley products. Shippers reported a surprising number of orders for cabbage and mixed cars containing an assortment of products from this section. Even beets, which have been draggy so far this season, were in better demand, and prices to growers increased from 20¢-30¢ per crate to as high as 50¢. These prices are net to growers, shippers using their crews to harvest and pack beets and carrots in most cases. Carrots are hard to find and, when a field ready for harvest is located, the price is of little consequence.

"There has been a good demand for green broccoli, which is more abundant this year. The total movement of this commodity in straight and mixed cars during the last two weeks has probably averaged 10 cars daily. Prices on this article are hard to quote, due to the wide variation in containers used. Pea crates are the most popular, but some shippers pack 16 or 18 bunches in them, and others as high as 24 bunches. The usual-terms price, f.o.b. Valley points, ranges $1.50-$2 per pea crate, according to the number of bunches.

"Nominally the cabbage price to growers has been mostly $15 per ton, but actually the price during the week has averaged around $20. Rainy weather held down the shipments, and jobbers at the other end have been calling for new cabbage more than was expected. It is reported that storage cabbage in the northern States is wasty, and dealers are showing preference for new stock when they can get it at a reasonable price.

"A light movement of Mexican vegetables through Brownsville began the early part of the year. So far, shipments have consisted mostly of snap beans and tomatoes, which are of excellent quality. In all, these shipments are expected to total 150 to 200 carloads, probably half of which will be used in cars of mixed vegetables from the Valley. The producing section is around Manuel, near Tampico."

6b. APPLES AND ONIONS IN THE PACIFIC NORTHWEST

In the Northwestern Weekly Market Review, published at Portland on January 4, the following statements appear regarding apples and onions:-

"Considerable resumption in the apple export trade has developed within the last week. An entirely new basis of trading has been established in this current apple movement, with practically all transactions based on guaranteed advances, rather than outright purchase as in the past. These guaranteed advances are generally about 25¢ below ruling cash quotations. F.a.s. advances of 80¢ for Extra Fancy Winesaps, and $1-$1.10 for Extra Fancy Newtowns are examples of current transactions. Trading is now mostly confined to these two varieties, with exportable Delicious hard to obtain. Wenatchee stock constitutes the majority of the movement. Yakima shippers are generally unwilling to deal on these terms at this time. The United Kingdom is taking nearly all of the current business, with Continental trading extremely light.

"The onion trade, which has been in speculative hands for the past 60 days, enjoyed another flurry of buying in the Northwest last week. About 70 or 80 cars were purchased in western Oregon, mostly at $3 plus bags, f.o.b. cash track to growers for U.S. No. 1 stock, with prompt shipment. A premium over this amount was paid for some lots for future delivery. About 400 cars of onions are still in storage in Oregon. Of this total, about 260 cars are owned by growers, 70 are in dealers' storages, and 70 cars purchased but still in growers' storages."

7c. FIGURES ON MOVEMENT OF FLORIDA CITRUS BY TRUCK NO LONGER AVAILABLE

H. F. Willson sent the following report from Winter Haven in a letter of January 5:-

"The daily truck movement of Florida citrus will not be available for the local Citrus Report after December 31. This information, secured through the courtesy of Nathan Mayo, State Commissioner of Agriculture, must be discontinued on account of lack of funds. These data, available for the first time this season, have proved to be very valuable, and our office received many favorable comments from the trade concerning the truck information.

"The truck movement of Florida citrus for the period December 15 to 22 was very heavy, ranging mostly from 18,000 to 21,000 boxes per day. On both December 16 and 17, the equivalent of 60 cars per day was shipped, but the movement of December 22 was the peak day when nearly 30,000 boxes were shipped by trucks alone. On the basis of 360 boxes to the car, the total truck movement for that date would equal 83 carlots, of which 65 cars were oranges, 7 grapefruit and 11 tangerines.

"The relative importance of the truck shipments of Florida citrus can best be shown by comparing them with the combined rail and boat shipments for the corresponding date. On December 22, the total rail and boat movement for all classes of Florida citrus was 178 cars, compared with 83 by truck. The 178 cars were classed as follows: oranges 75, grapefruit 43, tangerines 6 and mixed citrus 54. In order to obtain a more representative comparison by classes, the 54 cars of mixed citrus are added to oranges, grapefruit and tangerines according to the average percentage of each, as derived from an analysis of nearly 2,000 cars of mixed citrus shipped in December during the past two seasons. In this analysis, 56% of the mixed cars were oranges, 24% grapefruit and 20% tangerines. Converted on this basis the rail shipments would be oranges 105, grapefruit 56, and tangerines 17. The truck shipments of oranges for this date, or 65 cars, were considerably over one-half of the rail movement. The 11 cars of trucked tangerines were approximately 2/3 of the rail movement. Grapefruit, on the other hand, was comparatively light, the truck movement being only 7 cars, as contrasted with 56 by rail and boat. Up to January 1, over 2,300 cars of Florida citrus had been shipped by truck. The approximate totals were 1,500 carloads of oranges, 650 grapefruit, and 175 tangerines."

8b. NEW YORK ONIONS AND CARROTS IN DEMAND

The following excerpts are from a weekly report issued by the Rochester office on January 12. They came from R. L. Sutton:-

"With general reports of a shortage in the stocks of carrots, a strengthening of the market has been conspicuous during recent days. The movement is still confined almost exclusively to dry storage holdings. There were reports of growers receiving as high as $20 per ton last week. This figure is undoubtedly the exception. There were sales reported by shippers of bulk carrots last week at $16 per ton.

"At the beginning of this week the demand for onions was slower and the market was slightly weaker. However, throughout most of last week the onion market was steady to strong. The outturn of late-crop onions from the entire country this season is 5,000 cars under that of last season to date.

"The cabbage market is rather dull. A wide range in prices has existed for sacked stock. The shipments continue to receive a wide distribution. Billings are made to points in Nebraska, Kansas and Missouri, in addition to

the usual midwestern, southern, and eastern outlets. Prices paid to growers ranged mostly $8-$10, bulk per ton.

"Shippers are reporting fairly good demand for potatoes. The f.o.b. price on 100-pound sacks held mostly around 75¢. This package has been more in prominence this season than the larger 150-pound sack. Prices to growers ranged 25¢-30¢, bulk per bushel, but recently the 30¢ figure has become more in evidence.

"There is a fairly good demand for Rhode Island Greening apples of large size. This class of fruit is scarce. Apples, as a commodity, ruled mostly dull. Baldwins from cold storage, U.S. No. 1, 2½ inches up, sold in a limited way at $1-$1.05 per bushel. Lower grades of Baldwins from common storage fluctuated between 45¢ and 70¢ for bushel tubs in carlots.

"Much of the celery now moving from storage is going out by truck. Daily carlot movement has been very light. Cold-storage holdings in western New York had been reduced by January 8 to 71,108 crates or approximately 284 carloads. At this time last season only about 60 carloads remained to be shipped."

9b. A BIG INCREASE IN SOUTHERN FLORIDA BEAN ACREAGE

The following letter of January 13 was received from J. B. Owens, in charge of the Pompano field station:

"The acreage in winter snap beans in south Florida is nearly double that of last year. Most of this acreage is located in Broward and Palm Beach counties. The acreage in Broward County is estimated at 6,000, which is only a slight increase over the 1931 figure. Pompano is the center of operations for this district. The acreage for Palm Beach County is estimated at 6,500 acres, compared with 1,000 last season. This area of production is located around the southeastern border of Lake Okeechobee. The extremely low level of the lake has left thousands of acres of muck land open for cultivation, and beans are the unanimous choice of crops to be planted. No fertilizer is needed to produce a crop in this section, while in Broward County it is customary to use at least a ton of fertilizer to the acre. In previous seasons, Broward County has had the advantage of being freer from frosts than the Lake section, but this season they are considered to be on equal terms in this respect, due to the vast acreage of lake bottom under cultivation, which is better protected than in previous years.

"Growing conditions in both sections have been unusually good and excellent yields are being reported. The quality now going out is considered far above the average for this season of the year. The predominating variety for both sections is the Bountiful, A considerable acreage of Giant Stringless is planted in the Lake area, but plantings of this variety are very light in Broward County. Black Valentines are planted to a less extent than in former years and the acreage in Wax beans is also very light. The movement has been fairly uniform during the past two weeks, with 295 cars being reported for the week of December 27 and 302 cars for the week of January 3. This movement was about equally divided between the Pompano section and the Lake region.

"The steady flow of beans to market, with no indication of a lighter movement in sight, has had a depressing effect on the f.o.b. market. Although prices have declined very little during the past week, trading has been rather slow, with a general tendency toward lower prices. This is particularly true for Bountifuls. The light offerings of Black Valentines and Wax beans caused

the market for those varieties to improve slightly during the last few days.

"It may be of interest to note that one factor which will help in the probable increase in the number of carloads of beans from Florida this year is the reduction in the minimum carload weight, that was put into effect a few months ago. The present minimum load is 487 hampers, with the usual load around 500 hampers, or approximately 100 less per car than previously used.

"The winter pepper acreage for south Florida is slightly larger than in 1931. This increase is mainly in Palm Beach County. The acreage in the Pompano section of Broward County is about the same as was planted last season. The weather has been ideal for plants, and the crop as a whole is in good condition. The movement has been light up to the present time, but shipments will increase in the near future. The most common variety grown in this section is the Ruby King, but a small acreage is planted to the California Wonder, a variety which is increasing in popularity and demanding a premium on the local f.o.b. market. The demand for peppers has been fairly good, and the f.o.b. market has shown a slight improvement during the past week.

"The south Florida tomato acreage is about 15% less than last season. The greatest reduction is in Dade County, in the section south of Miami. Broward and Lee counties also show reductions. Palm Beach and Collier counties show a decided increase. Weather conditions have been exceptionally favorable for tomatoes this year, and high yields are expected. The movement of the winter crop is under way in Dade and Collier counties and early shipments are moving out of Broward County."

10b. LIST OF FIELD STATIONS OPENED DURING 1931

With this D.L., all offices outside of Washington will receive a copy of the long sheet, listing temporary field stations of the Market News Service which were opened during the year 1931. This should be carefully filed for future reference.

B. C. BOREE,
Specialist in Market News

NOTICE:-

In order to accommodate some of the field letters which were received at the last moment, it was necessary to mimeograph the table of Temporary Field Stations of the Market News Service as the last (or extra) page in this Division Letter.

That table should be kept for future reference, as it possibly will not be published again until February.

INSPECTION SERVICE

1c. NOTICE REGARDING TOMATO INSPECTIONS

At this season of the year, inspections of tomatoes may involve the question of freezing and chilling. All inspectors should, therefore, refer to Memorandum No. 69, by G. B. Ramsey, entitled: "Freezing and Chilling Injury of Tomatoes," which gives detailed information on the subject. Any inspector who does not have a copy of the memorandum should advise the Washington office at once and same will be mailed to him.

2c. SEND OLD BILLS TO WASHINGTON FOR COLLECTION

Attention is directed to paragraph 144, Part I, Inspection Handbook, which specifically states that no bills should be held over two months, except those owed by a railroad. In some cases old bills have been held in the branch offices for several months and, when effort was made to collect them, it was learned that the firm had gone out of business. The procedure outlined in paragraphs 143, 144 and 145, Part I, Inspection Handbook should be closely followed. Each inspector in charge of a market must make it a part of his business to collect all outstanding fee-bills and send them to Washington after they are two months old.

3c. CERTIFICATION OF CAULIFLOWER

The question of form of certification of cauliflower in receiving markets has recently been brought up, and in handling this phase of inspection work three different situations will be encountered:-

1. Cars which are certified as up to grade at shipping-point and will be below grade at destination only because of condition factors.

2. Receiving-point inspectors will also have cars to certify, which were below grade at shipping-point but were certified as showing a certain percentage of U.S. No. 1 quality and which may show a considerably higher percentage of defects in the market. In some instances there will be a request to show the percentage of U.S. No. 1 quality on such cars and in other cases there will not be such a request. When there is no request made for the percentage of No. 1 quality in the market inspection, it will be better not to bring up a possible point of controversy by showing that a shipment which contained 85% of No. 1 quality at point of origin contains only 60% on arrival at destination. Such cars should be simply reported as now failing to grade U.S. No. 1, without making any reference to the percentage of No. 1 quality nor the fact that it meets the quality requirements of U.S. No. 1 in other respects. When there is a request for the percentage of U.S. No. 1 quality, it should be handled as follows: "Stock fails to grade U.S. No. 1, but now shows approximately 80% of U.S. 1 quality."

3. There is another situation in which no shipping-point inspection has been made on a lot that arrives in the market failing to grade only on account of condition factors. This case should be handled in the same way as if the car had been previously inspected and reported as up to grade. That is, - state that it now fails to grade U.S. No. 1 only on account of condition factors but meets the quality requirements of this grade.

4c. A RECENT REPORT ON VIRGINIA APPLE INSPECTIONS

T. W. Ayres wrote as follows in a letter of January 12 from University, Virginia:-

"During the month of December, only 503 certificates were issued on Virginia apples, due to low prices and glutted markets. Many cars were consigned to domestic markets on which no inspections were requested, and a number of cars were exported on the basis of certificates issued during the harvest time. The total number of certificates issued on the 1931 apple crop to January 1 is over 8,600.

"Since the first of January, the request for inspection on apples for export shipment has been increasing, and it now appears that we can keep about 12 inspectors busy for the next two months or more. The shipments will have to be fairly steady, if the fruit is to be moved before it becomes too ripe or in a wasteful condition.

"Scald has begun to show in some packs, particularly in Stayman and Black Twig. The maturity of York Imperial and Ben Davis is ranging from firm ripe to ripe. Decay is rather low in most packs and is generally most evident in Utility and Unclassified marks, that were not previously inspected.

"The inspectors estimate that the cold-storage holdings do not consist of more than one-fourth to one-third of apples of higher grades, the remainder being Utility and Unclassified. This tends to slow down shipments, as the foreign returns have been so poor on low-grade fruit that they will not cover storage, transportation and commission charges.

"Shipping-point inspections in Virginia for the calendar year 1931 were as follows:

Apples	9,756	Cabbage	134
Potatoes	6,330	Spinach	12
Sweet Potatoes	157	Peaches	249
		Total	16,638 cars."

5c. DECEMBER INSPECTIONS IN CALIFORNIA

The following report of shipping-point inspections appeared in California Inspectors' Notes, dated January 8. It covers the month of December and shows a total of 2,203 inspections, including 162 at shipside in San Francisco. Work in the leading districts was as follows:- Los Angeles 734, San Francisco 245, Santa Maria 223, Dinuba 190, Sacramento 140, El Centro 137, Stockton 123, San Jose 112, Hayward 109, San Bernardino-Riverside 101.

6c. ADDITIONS TO LIST OF PAST-DUE ACCOUNTS

The following should be added to List of Past-Due Accounts:

H. Hutchinson, Robbinsville, N. J. $13.40

R. C. BUTNER,
Supervisor of Inspection

INSPECTIONS FOR THE NAVY AND MARINE CORPS DURING DECEMBER, 1931.

ALL FIGURES IN THESE COLUMNS REPRESENT POUNDS

Symbols:- N- NAVY M- MARINE CORPS

STATIONS	Fruits and Vegetables PASSED N	M	Fruits and Vegetables REJECTED N	M	TOTAL QUANTITY INSPECTED N	M	"Cuts" made to comply with specifications N	M	Items Billed Short-Weight N	M
Charleston	283670	0	8990	0	292660	0	69	0	0	0
Great Lakes	150007	0	1950	0	151957	0	0	0	0	0
New York	435654	62763	21739	1858	457393	64621	605	0	0	0
Norfolk	265200	0	0	0	265200	0	0	0	0	0
Philadelphia	228266	17717	2790	300	231056	18017	433	103	0	0
San Diego	600785	76463	9854	310	610639	76773	3129	30	0	0
SanFrancisco	655642	120120	35600	8040	691242	128160	0	0	0	0
San Pedro	616252	0	19348	0	635600	0	1938	0	0	0
Vallejo	143496	19782	4753	380	148249	20162	131	45	0	0
Washington	19491	0	570	0	20061	0	0	0	0	0
TOTALS	3393463	296845	105594	10888	3504057	307733	6305	178	0	0

INSPECTIONS MADE FOR THE U. S. SHIPPING BOARD

New York	7295	0	7295	0	0
Norfolk	8776	840	9616	28	0
TOTALS	16071	840	16911	28	0

INSPECTIONS MADE FOR THE U. S. VETERANS' HOSPITAL

Chicago	118720	63780	182500	0	0
Great Lakes	63981	6300	70281	0	0
Milwaukee	108505	8170	116675	0	0
New York	173803	8979	182782	0	0
Philadelphia	27397	1050	28447	0	0
St. Louis	32965	2170	35135	0	0
TOTALS	525371	90449	615820	0	0

The New York office also inspected the following:

	Fruits	Vegetables	Rejection
United States Lines	25849	89351	2914
Munson S. S. Line	8199	26371	30
Dollar Line	10462	34254	600
American France	5318	24172	0
Columbian Line	1492	5655	40
	51320	179803	3584

The San Pedro office also inspected 16,559 lbs. bread, 7,560 lbs. butter & 1,444 lbs. cheese for the Navy. The Vallejo office also inspected 28,209 lbs. bread for the Navy.

Markets	Total Inspections	Total Same Month 1930	Inspections for Carriers	Declined for lack of time	Total Fees
Atlanta	41	87	5	0	$167.60
Baltimore	60	73	2	0	238.00
Birmingham	12	-	2	0	46.00
Boston	213	153	109	0	773.20
Buffalo	22	19	1	0	76.30
Charleston	3	15	0	0	9.00
Chicago	292	415	9	0	1299.03
Cincinnati	48	59	0	1	209.34
Cleveland	18	16	1	0	132.35
Columbus	6	34	0	0	27.11
Dallas	16	-	1	0	57.00
Denver	24	41	0	0	91.50
Des Moines	16	-	0	0	59.00
Detroit	85	65	0	0	335.00
Fargo	6	-	0	0	24.00
Ft. Worth	14	22	0	0	56.00
Harrisburg	39	3	0	0	153.52
Houston	39	44	2	0	168.35
Indianapolis	12	19	0	0	47.50
Jacksonville	43	72	0	0	19.35
Kansas City	73	81	2	3	234.00
Los Angeles	15	21	5	0	50.00
Louisville	18	-	0	1	35.07
Memphis	37	28	23	0	178.90
Milwaukee	94	47	1	3	399.43
Minneapolis	28	22	0	0	116.00
Newark	57	56	1	3	222.10
New Haven	60	44	10	0	286.91
New Orleans	142	164	14	0	214.00
New York	436	695	92	0	1579.37
Norfolk	5	23	0	0	22.00
Omaha	25	37	2	0	113.97
Philadelphia	166	127	4	0	471.54
Phoenix	3	-	3	0	12.00
Pittsburgh	33	68	4	0	341.67
Portland	4	5	1	0	13.50
Providence	18	30	2	0	85.35
Rochester	10	18	2	0	49.50
Sacramento	3	1	0	0	10.50
St. Louis	39	55	0	0	355.42
Salt Lake City	3	2	0	0	9.00
San Diego	0	1	0	0	.00
San Francisco	11	5	1	0	46.94
Scranton	8	-	0	0	32.00
Seattle	7	1	0	0	29.00
Springfield	41	52	14	0	192.29
Toledo	3	7	0	0	12.00
Trenton	0	4	0	0	.00
Tulsa	8	-	0	0	33.67
Washington	24	35	3	0	156.00
Wilkes-Barre	7	11	0	0	23.00
Total	2487	2773	316	11	$9,456.

The following inspections were made under agreement with the Northern Ohio Food Terminal at Cleveland: - Total 1309;- Nickel Plate 1041; B. & O.RR. 29; Erie 19; Pennsylvania 143; Kroger Groc. & Bak. Co. 34.

REGULATORY ACTIVITIES

1e. DAMAGES AWARDED THE HOLTZINGER FRUIT COMPANY, AT YAKIMA, WASH.

The Secretary of Agriculture has made an award of damages in the sum of $701.93 in favor of C. M. Holtzinger Fruit Co., Yakima, Wash. in the complaint brought by them against H. Falk & Co. of New Bedford, Mass.

On or about September 27, 1930, Holtzinger sold to Falk a carload of Extra Fancy Bartlett pears, consisting of 532 boxes, at a price of $1.10 per box f.o.b. Yakima, Washington. The pears were shipped on September 11, 1930, in car NRC-9464 and were purchased by Falk while in transit. Upon arrival of the car at New Bedford on or about September 29, the pears were examined by Falk, who refused to accept delivery thereof, assigning as a reason that they were overripe. Thereafter the pears were taken possession of by Holtzinger, reshipped to Boston and resold at auction on or about October 6 for the sum of $604. The freight and other charges in connection with the transportation of the car amounted to $674.81; Holtzinger therefore had to pay to the broker at Boston $70.81, the difference between the gross amount received on resale and the expense items mentioned above. The contract price of the pears was $585.20, and Holtzinger claimed damages in this amount, plus the $70.81 paid to the broker at Boston and interest in the sum of $45.92.

Falk admitted buying the pears but claimed that it was definitely stated they should be delivered green in New Bedford. Falk also contended that the broker had failed to state in the confirmation of sale that the pears were to be delivered green and that, consequently, there was no note or memorandum evidencing the transaction sufficient to meet the requirements of the Statute of Frauds.

The record shows that the broker who negotiated the sale had endeavored to secure quotations for Falk on pears to arrive green in New Bedford, but was unable to get an offer of sale on that condition; that the broker did receive a circular from Holtzinger, describing certain cars of pears in transit, and read to Falk from this circular a description of the contents of several different cars, and that Falk told him to find out about NRC-9464, stating that he would give $1.10 per box, f.o.b. shipping point, for the pears in that car. This offer was accepted by Holtzinger and confirmation of sale was made by the broker and forwarded to Falk. Falk admitted these facts but claimed that the broker had also agreed to get the car green on arrival. This contention was not supported by other evidence.

The record shows that the broker had unsuccessfully tried to secure green pears for Falk, obtaining information and communicating it to him. The record, therefore, supports the conclusion that the broker acted as agent for both parties and, as such, issued the confirmation of sale, and that such confirmation of sale therfore constitutes a sufficient memorandum of sale to meet the requirements of the Statute of Frauds.

A copy of a purported confirmation of sale, attached to the complaint in the case, contained a provision requiring that the confirmation be signed by both parties, and Falk attempted to contend that there was no enforceable contract because he did not sign this confirmation. However, the form actually used by the broker was a broker's memorandum of sale, which does not require signature by both buyer and seller. The Secretary does not consider that the difference in the two forms amounts to material variation between the

allegations of the complaint and the proofs submitted thereunder. The actual contract of sale consists of the complainant's bulletin, the exchange of telegrams between the broker and complainant, and the oral statements made between Falk and the broker. The confirmation of sale is simply what the term implies,- evidence of a prior oral sale.

Falk further claimed that it was Holtzinger's duty to minimize the loss incident to the resale of the pears. The lapse of time between the arrival of the car at New Bedford and the resale thereof at Boston is not considered unreasonable, in view of Holtzinger's efforts during the period to secure acceptance. The Secretary states, moreover, that if title passed to Falk, as incident to an f.o.b. shipping point purchase, Holtzinger cannot be held to the strictest accountability in connection with the resale, and that the record does not indicate any undue lack of effort on complainant's part in minimizing the loss.

The Secretary therefore orders that C. M. Holtzinger Fruit Co., Inc., be awarded damages against H. Falk & Co. in the sum of $701.93 and that the facts be published by the Bureau of Agricultural Economics.

2c. PRODUCE AGENCY ACT IS STILL FUNCTIONING

The following press release, issued by the Regulatory Branch, explains some interesting points;-

"Restitution, when threatened by a shipper with the filing of a complaint with the Government under the Produce Agency Act, does not relieve the commission merchant from punishment for violating the provisions of that Act, according to a sentence imposed recently by the Federal District Court in Pittsburgh. The restitution was made before the complaint was investigated by the Federal Department of Agriculture. The investigation showed fraudulent accounting. The defendants entered pleas of guilty, whereupon the minimum fine of $100 was imposed by the court upon each of the partners.

"Failure to pay has also been considered by several Federal District Courts as a violation of the Produce Agency Act. In many such cases the courts have included, as a part of the sentence, that the offender shall pay the amount due the complainant. This action was taken in a recent case decided in Los Angeles, in which the commission merchant was required to pay $419.53, withheld from the consignor. The Federal District Courts in Richmond, Virginia, New York City and Chicago have likewise ordered the payment of the amounts due the shippers, in addition to the imposing of fines.

"The Produce Agency Act is still functioning, notwithstanding the operation of the Perishable Agricultural Commodities Act, as the former provides a penalty for the misdemeanor of fraudulent accounting in the handling of consignments and applies to other perishable farm products, such as dairy and poultry products, as well as to fruits and vegetables."

3c. SECRETARY'S DECISION IN CASE OF MUSSELMAN VS. LEISHEAR

With this D. L., each permanent city office of the Fruit and Vegetable Division and each long-time field station will receive for its files a mimeographed copy of the Secretary's decision in the P.A.C. case of C.H. Musselman Co. vs. Wm. W. Leishear & Son. A brief summary of this case was published as Par. 1c in the Division Letter for October 9, 1931. However, it is felt that men in the field may find it useful to have on hand a complete record of these P.A.C. decisions, for future reference. Copies of other decisions probably will be distributed from time to time.

SUMMARY OF ACTIVITIES UNDER THE PERISHABLE AGRICULTURAL COMMODITIES ACT TO DECEMBER 31, 1931

The following tabulation was prepared by W. L. Evans, of the Regulatory Branch.

Licensing:

Number of licenses issued	17,134
" " " terminated by action of licensee	486
" " " in effect	16,648
" " annual renewal fees received	8,525
Fees for licenses received and deposited	$171,340.00
Renewal fees received and deposited	$ 85,250.00
Total fees received and deposited	$256,590.00
Received for copies of licenses, exchange and postage	$ 20.27

Complaints Alleging Violations:

Number of complaints received by wire	1010
" " " " " mail	1681
Total number of complaints received	2691
Alleging rejection without reasonable cause	45%
" failure to deliver without reasonable cause	13%
" failure truly and correctly to account	39%
" other violations	3%
Number of complaints investigated by personal interviews	137
Number of complaints closed by amicable settlement	490
" " " withdrawn or dropped by complainant	554
" " " not under Act	134
" " " dismissed, due to clearly no violation or insufficient evidence	489
" " " in which respondent not located	12
" " " closed after hearings held and orders issued	23
Total complaints closed	1702
" " pending	989
Number of cases in which complaints have been formally served, preliminary to hearing	329
" " hearings held	67
" " orders issued by the Secretary	23

This last item includes:-

Reparations awarded	10
Disciplinary action only	6
Dismissed	7

Number of complaints being handled under Shortened Procedure, provided in Reg. 7, Sec. 1, Par. 12 on waiver of hearing and basis of evidence submitted to Secretary..... 12

4c. ANOTHER P.A.C. CASE DISMISSED IN CLEVELAND

The Secretary of Agriculture has dismissed the complaint brought by the C. H. Musselman Co., Biglerville, Pennsylvania, under the provisions of the Perishable Agricultural Commodities Act, against the City Produce & Commission Co., Cleveland, Ohio.

On Saturday, August 30, 1930, Musselman advised K. B. Pocock, broker at Cleveland, Ohio, that he had for sale two rolling cars of U.S. No. 1 Elberta peaches, 2 inch minimum, with 85% above 2¼ inches. This wire was filed at Gettysburg, Pa., Musselman's telegraph office, at 6:13 P.M. Pocock did not receive the telegram until Monday, September 1, and on that day received the City Produce and Commission Company's order for one of the cars. He thereupon wired Musselman: "Divert one Saturday roller City Produce and Commission Co., Cleveland." Musselman confirmed the sale by wire and diverted MDT-145829 from Pittsburgh, which car arrived in Cleveland on Wednesday, September 3. The City Produce and Commission Co. inspected car on that day and refused it because the peaches therein were not of the size purchased. The shipping-point inspection certificate, covering the car, showed the peaches to range from 2 to 2¾ inches in diameter, mostly 2 to 2¼ inches.

Musselman did not contend that 85% of the peaches in this car were 2¼ inches in diameter, they being invoiced as 2-inch minimum. Musselman did explain, however, that on September 1 he had sent another wire to Pocock, offering peaches for sale, in which he made no reference whatever to the peaches being 85% 2¼-inches minimum and larger and that he had assumed, when he received Pocock's telegram, that the sale was made on the basis of his wire of September 1 rather than on the basis of his wire of August 30. Pocock's wire, however, asked for diversion of "one Saturday roller," and it would not appear that Musselman was justified in claiming that the sale was made upon the information appearing in the wire of September 1. It appears further that Musselman did not tender peaches of the size described in the wire of August 30, and the Secretary is therefore convinced that the City Produce and Commission Co. was lawfully justified in rejecting the shipment. The complaint was therefore dismissed.

5c. SCRANTON CASE UNDER P.A.C. ACT DISMISSED

The Secretary of Agriculture has dismissed the complaint brought by Frank W. Shields, Inc., of Walla Walla, Washington, under the Perishable Agricultural Commodities Act, against the Scranton Produce Co., Scranton, Pa.

The Scranton Produce Company is a firm composed of two brothers. One of these bought a car of prunes from the F. W. Shields Co., Inc. through one broker and the other brother bought another car from Shields at the same time through a second broker, neither brother having knowledge of the purchase made by the other. The car involved in this case was bought at 70¢ per half-bushel, f.o.b. shipping point, shipment to be made on August 20, 1930. On that date the shipper wired the broker that loading could not be completed in time for shipment prior to the 21st and the car was voluntarily billed out on the 21st by the shipper at 65¢ per half-bushel basket instead of 70¢.

On August 23, Jonas Cohen called the broker and stated that, since his brother had previously placed an order for a car of the same prunes, he would like to have his order cancelled. The broker then resold the car, while still in transit, at 67½¢ per half-bushel basket, f.o.b. shipping point. In requesting cancellation of the order, the Scranton Produce Co. offered to pay the

difference between the 70¢ per half-bushel basket originally agreed on and the resale price. Neither party knew at this time that the shipper had voluntarily billed the prunes at 65¢.

The shipper suffered no monetary loss and hence did not file the ordinary reparation complaint, but did file a complaint alleging that the respondent's cancellation of the order amounted to a rejection without reasonable cause. The Secretary holds that the phrase "without reasonable cause" implies the use of unfair practices or bad faith of some kind on the part of the purchaser making the rejection, and takes the position that the record shows the respondent acted in good faith, in that he guaranteed the shipper against loss. The complaint was therefore dismissed.

6e. AN IMPORTANT CASE UNDER THE P.A.C. ACT

The Secretary of Agriculture has issued an order in the sum of $1,285.06 in favor of the American Fruit Growers, Inc., in the complaint brought by them against F. C. Spadaro & Co., Philadelphia, Pa., under the Perishable Agricultural Commodities Act.

On September 18 and 20, 1930, the American Fruit Growers, Inc., sold to F. C. Spadaro & Co. two carloads of Tip Top Globe tomatoes. These tomatoes were consigned to the American Fruit Growers, Inc.,"notify F. C. Spadaro & Co." and drafts covering purchase price were attached to bills of lading. Upon presentation of the drafts, Spadaro refused to pay them and rejected the two cars. These cars were afterward repossessed by the American Fruit Growers and resold, the loss on one car amounting to $612.09 and on the other car to $382.13.

On September 24, 1930, the American Fruit Growers sold Spadaro a car of Blue Goose Coral Reef grapefruit. Upon arrival of the car, Spadaro refused to pay the draft and rejected the car, whereupon it was repossessed by the American Fruit Growers and resold, the latter suffering a loss of $206.84.

Spadaro contended that for none of the cars was there sufficient note or memorandum of sale to meet the requirements of the Statute of Frauds. The usual confirmation of sale was issued for one car of tomatoes and was signed in person by Spadaro. For the other car of tomatoes and the car of grapefruit, similar confirmations of sale were issued and were signed "F. C. Spadaro & Co. by Rose Kates," the latter being Spadaro's secretary. Spadaro claimed he had not authorized his secretary to sign confirmations of sale, but it appeared from the testimony of the secretary that she had been in Spadaro's employ for about four years; that she was familiar with the business and in Spadaro's absence ran the business; that in his absence she had frequently signed confirmations of sale covering other cars purchased; that it was her practice to put copies of such confirmations, after signature had been affixed, in the folder in which such records belonged, and that Spadaro had always approved of what she had done in his absence. Spadaro testified to having purchased the three cars in question and that the three confirmations of sale were his contracts. Under these circumstances the Secretary felt that Rose Kates was acting within the scope of her authority as Spadaro's secretary, office manager and agent, and that the contracts for the three cars are evidenced by writings which he considers sufficient to meet the requirements of the Statute of Frauds.

Spadaro also claimed that he purchased three cars of tomatoes at one time to be shipped at different dates; that upon arrival of the first of the three cars it was found to be in bad condition and that he thereupon agreed with the American Fruit Growers' representative that he would accept the first car on condition that he be released from his obligation to accept the other two cars then

in transit, these cars being the ones involved in this case. The American Fruit Growers claimed that each car was sold separately; that after the loading of the last two cars, their local representative received a wire from the office of the American Fruit Growers in Los Angeles giving the results of government inspection and conveyed this information to Spadaro, who thereupon bought the cars. The Secretary holds that the record fails to support Spadaro's claim of an agreed cancellation of sale-contracts for the two cars involved in this case.

Spadaro claimed that the cars of tomatoes were warranted to be U.S. No. 1 and that he had a legal right to reject because they were not of this quality. The record, however, shows that one of the cars was represented to be approximately 80% U.S. No. 1 quality and the other approximately 75% U.S. No. 1 quality and that Spadaro was aware of this when he consummated the purchase of the cars.

The cars were consigned by the American Fruit Growers, Inc., to themselves, to be sold in transit. After the sale, they were reconsigned to the American Fruit Growers "advise F. C. Spadaro & Co." Spadaro contended that the consignment of the goods by the American Fruit Growers to themselves "advise Spadaro" was inconsistent with the claim that the sale was made on f.o.b. shipping point basis and that by such f.o.b. purchase the produce and title passed to Spadaro. On this point, the Secretary reaffirms his decision in Porter vs. Burnett that a sale of produce "f.o.b. shipping point" operates to transfer title from seller to buyer upon delivery of the produce to the carrier for shipment to destination named, and also reaffirms his decision in Musselman vs. Leishear that consignment of produce by seller to himself, advise buyer, does not interfere with or postpone passing of title from seller to purchaser.

Spadaro objected to the American Fruit Growers' proof of damages, particularly damage due to delay in disposing of the produce after Spadaro had rejected it, and to the reshipment of the tomatoes to New York for final disposal. The American Fruit Growers claim that, while several days elapsed between arrival in Philadelphia and final sale in New York, during part of that time they were urging Spadaro to accept the shipments. At the same time, the Los Angeles office of the American Fruit Growers was exchanging wires with the Bureau of Agricultural Economics at Washington. The Secretary refers to his decision in Porter vs. Rothman and says that, since it appears to be conceded that the three cars were purchased f.o.b. shipping point, title passed to purchaser upon delivery of produce to the carrier for transportation to Spadaro at Philadelphia. As soon as the produce was received by the carrier, the sale became executed, subject only to the lien of seller to secure payment and the right of inspection by purchaser to determine whether the goods complied with sale specifications at shipping point. Respondent therefore having rejected the shipments, the complainant cannot be held to any strict accountability for its failure to repossess the goods immediately upon Spadaro's rejection.

Spadaro claimed that the car of grapefruit was to be billed to him direct and not to be consigned to the American Fruit Growers, Inc., "notify F. C. Spadaro & Co." He further stated that he inspected the grapefruit upon arrival and found it to be of fine quality but could not get possession of the car because the draft was attached to bill of lading and that, when he purchased the car, nothing was said about shipping the car with draft attached. On the other hand, Spadaro did not claim that there was any promise made to ship the car to him on open billing. Unless the parties agreed otherwise, it seems clear that the seller had the right to require payment prior to delivery of the goods by the carrier to the purchaser. The Uniform Sales Act expressly provides that

it is the duty of the seller to deliver the goods and the buyer to accept and pay for them in accordance with the terms of the contract of sale. As a general rule, delivery and payment are regarded as concurrent acts and it has been held that, where draft is attached to bill of lading, the buyer is not entitled to possession of the goods prior to payment of the draft.

The Secretary of Agriculture therefore ordered that the American Fruit Growers, Inc., be awarded damages against F. C. Spadaro, doing business as F. C. Spadaro & Co., in the sum of $1,201.06, plus $84.00 interest, making in all $1,285.06. It was further ordered that the facts in the case be published by the Bureau of Agricultural Economics.

H. A. SPILMAN,
Senior Marketing Specialist.

OFFICE NOTES:

The following members of the Regulatory Branch have been authorized to travel during the next two weeks:

W. H. Steinbauer and W. G. Lensen will leave Washington on Sunday to make investigations of cases under the P.A.C. Act. Mr. Steinbauer expects to visit Philadelphia, Chester, Bethlehem, Wilkes-Barre, Scranton and Hazleton, Pennsylvania. Mr. Lensen will investigate cases in Providence, R.I.; Boston, Worcester and Springfield, Mass.; New York City, Binghamton and Buffalo, N.Y.

W. L. Evans and J. W. Dykes will go to Charleston, S.C., by January 18 to testify in a Produce Agency case in that city. On the return trip to Washington, Mr. Evans will stop at Florence, S.C.; Greenville, N.C., and Norfolk, Va., to make investigations in other cases under the Produce Agency Act. Mr. Dykes will stop at Columbia and Greenville, S.C., and Asheville, N.C., to make additional investigations of pending cases.

O. N. Harsha, who has been in Chicago for several weeks, making investigations under the P.A.C. Act, will leave there this week and do similar work in St. Louis, Kansas City, Topeka and Troy, Kansas; Omaha, Des Moines, Mason City, Iowa; St. Paul, Milwaukee and Chicago. He will then proceed to Grand Rapids and Detroit, Mich., before returning to Washington.

Wm. E. Leigh, of the Standardization Project, plans to leave Washington by the end of next week and proceed to various points in Florida, Louisiana and Texas, where he will carry on field work in relation to grades for citrus fruits, coconuts and collards. He may be absent several weeks.

Robert Bier, of the Washington inspection staff, went to Hagerstown, Md., one day this week, where he made inspection of a car of oranges.

J. C. Bigger, in charge of the Philadelphia office of the Canned Fruit and Vegetable Grading Project, has gone to western New York for a few days, in order to inspect and grade considerable quantities of canned vegetables, being purchased for the Veterans' Administration.

Among members of the Fruit and Vegetable Division staff who attended the meeting of the National Association of Marketing Officials in Washington during the last week of December were:- D. M. James, of the Harrisburg office; T. W. Ayres, Supervising Inspector for Virginia; R. C. Hastings, of the Fargo, N. Dak., office.

OFFICE NOTES(CONTINUED):

E. E. Conklin, Jr., of the Chicago office, is spending a few days this week in Minneapolis, conferring with inspectors regarding receiving-point and shipping-point inspections.

Instead of leaving Phoenix, Ariz., at the close of last week, as announced in the last Division Letter, A. E. Prugh will continue the Phoenix field station on lettuce until about January 20, after which he will proceed to Brawley, Calif.

G. R. Blount, in charge of the Philadelphia office of the Inspection Service, is scheduled to give a radio talk in the near future regarding the inspection work on fruits and vegetables.

Because of the prolonged season for winter lettuce in Arizona, it is expected that E. L. Ruch, inspector, will remain at Phoenix until January 23.

The B.A.E. NEWS for January 13 carries an interesting article regarding the retirement from Federal service of J.E.M. Gantt, who has been in the employ of the Government for nearly 40 years. From 1919 to 1924, Mr. Gantt was a member of the F. & V. staff in Washington and he has many friends in this Division.

Congratulations are extended to Mr. and Mrs. S. H. Fountain on the recent arrival in their home of a fine baby boy. Mr. Fountain is in charge of inspection work for the Navy at Vallejo, Calif. He advised us in a letter of January 5 that work at the local Navy Yard was quite heavy for this time of the year.

Inspection work for municipal institutions in Boston, as reported in the last Division Letter (Par. 13c), will require the full time of one man. It has been decided to send G. H. Irish from New York City to Boston to handle this new assignment, and F. S. Kinsey, who has been assisting temporarily in Boston, will now proceed to his headquarters in New York City.

J. B. Owens opened the market news field station at Pompano, Fla., on Tuesday, January 5, and is issuing reports on vegetables.

B. E. Surry, who was substituting in the Seattle office, is now at Sanford, Fla., where he began publishing market reports on celery last Monday.

R. M. Peterson, who substituted in the Minneapolis office during the latter part of December, has now arrived at Plant City, Fla., and will begin next Monday to issue market reports on strawberries.

The file of extra Division Letters for the year 1928 will be destroyed within a couple of weeks, in order to conserve filing-space in Washington. If any office or any field employee needs copies of the D. L. for 1928, they should be requested at once.

TEMPORARY FIELD STATIONS OF MARKET NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y.** D-310 Triangle Bldg.	837	R. L. Sutton	Pears*	Sept. 2	Oct. 27*
			Onions	Sept. 2	April 9
			Carrots	Sept. 2	May 21
			Cabbage	Sept. 2	March 26
			Celery*	Sept. 2	Jan. 16*
			Apples	Sept. 8	May 21
			Peaches*	Sept. 10	Oct. 3*
			Grapes*	Sept. 23	Nov. 7*
			Potatoes	Oct. 5	May 21
PRESQUE ISLE, ME.** Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 10	April 30
WAUPACA, WIS.** Court House	894	A. M. McDowell	Potatoes	Sept. 15	March 26
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 17	May 7
BROWNSVILLE, TEXAS** Chamber of Commerce	931	W. D. Googe	Citrus	Oct. 15	March 31
			Vegetables	Dec. 7	June 1
WINTER HAVEN, FLA.** DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.** 412 P. O. Bldg.	895	R. E. Keller	Apples*	Oct. 30	Dec. 12*
			Onions	Oct. 31	April 2
			Potatoes	Oct. 31	May 14
POMPANO, FLA.** Walton Hotel	937	J. B. Owens	Beans	Jan. 6	April 15
			Peppers	Jan. 6	April 15
			Tomatoes	Jan. 18	April 15
SANFORD, FLA.**	910	B. E. Surry	Celery	Jan. 11	April 16
PLANT CITY, FLA.**	850	R. M. Peterson	Stbr.	Jan. 18	April 9
BRAWLEY, CALIF.**	933	A. E. Prugh	Lettuce	Jan. 25	March 12
The following station closes on date indicated instead of Jan. 9, as in last D.L.					
PHOENIX, ARIZ.** 602 Security Bldg.	815	A. E. Prugh	Lettuce	Dec. 1	Jan. 20 ←

** State cooperating * Reports discontinued

W. F. Cox in San Francisco H. E. Rutland at Brooksville, Fla.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 3 January 22, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. ADVISE WHETHER YOU HAVE USE FOR COPIES OF DECISIONS UNDER P.A.C. ACT

With last week's D.L., each office outside of Washington was sent an 11-paged mimeographed copy of the complete report on the Secretary's decision in the P.A.C. case of Musselman vs. Leishear. This was intended to be filed in each office for future reference. Previously - in the D.L. dated October 9, 1931 - a summary of this same case was published, covering more than 2 pages.

The question has arisen as to whether or not the offices outside of Washington find the complete record of the decisions in these cases of practical use and benefit. Or does the summary, as published in the D.L., meet all needs of our employees?

Those who have read the complete record of the Secretary's decision in the Musselman vs. Leishear case and who desire similar copies of decisions in other cases, are asked to advise the Washington office at once, so that we may know the preference of field employees in this matter. Replies can be addressed to the D.L. Editor, Washington office.

It is desired that all who read the D.L. should read the summaries of Secretary's decisions, as published therein, for it is believed essential that employees should possess the knowledge thereby gained of developments in this regulatory activity. Let us know at once whether you have use for the complete record of these cases, such as the 11-paged pamphlet sent you last week.

2a. HELP TO LOCATE JOHN MITSEFF

The Regulatory Branch desires to obtain information as to the present whereabouts of John Mitseff, who in 1930 operated as a commission merchant in Akron and Cleveland, Ohio. At that time he handled on consignment considerable quantities of l.c.l. and carlot shipments of hot peppers, sweet peppers, tomatoes, carrots and squash, especially from Mississippi, where he appears to have had growers producing these commodities from seed which he supplied. Any field employee having information concerning this party is requested to advise H. A. Spilman, in the Washington office.

3a. A REPORT ON FROST DAMAGE TO MEXICAN VEGETABLES

The following report came from Nogales on January 16 and was received through the State Department in Washington:-

"Impracticable to give accurate estimates of recent frost damage in winter vegetable districts West Coast, Mexico. Prominent local shippers report tomato crop damage 15% to 30% in Bamoa, Verdura, Naranjo and Culsaoan districts. Noticeable curtailment of shipments as result considerable damage to green peas and tomatoes in Yaqui Valley."

MARKET NEWS SERVICE

1b. SLOWER DEMAND FOR WISCONSIN POTATOES

The following letter of January 17 came from A. M. McDowell, in charge of the Waupaca field station:-

"Demand, which had picked up considerably after New Year's Day, dropped off sharply during the past few days. Although there was no break in prices, the rather sluggish action of the markets influenced dealers to hold up shipments until such time as the markets show improvement. Most cars during the past week were sold in the neighborhood of 60¢ per cwt. Growers generally were receiving 35¢-40¢ bulk per cwt, although in some sections the price was as low as 30¢ and a few stations were paying up to 45¢ for best stock.

"Demand for seed stock also fell off. Dealers are now beginning to find that there are not many seed Triumphs left. Cobblers appear to be plentiful, although there have been practically no shipments of this variety as yet. Most of the seed stock forwarded during the last several days has gone to points in Mississippi and Alabama. A few cars have been billed to Arkansas."

2b. AN ESTIMATE OF COLORADO ONION AND POTATO SHIPMENTS

Bryce Morris submitted the following local estimates in a letter of January 16 from Denver, Colorado:-

"Onion factors in the State are now estimating remaining supplies around 150 cars. With shipments now around 1,228 cars, we are of the opinion that onion movement will be very little in excess of 1,400 cars for the season, compared with over 2,100 last year. From past experience, we find that the shippers' estimates are usually a little lighter than the actual movement. However, there is no question that supplies are very limited.

"A recent recheck of potato supplies remaining in the State as of January 1, together with shipments at that time, indicates a probable total movement of 8,000 to 8,500 cars by the close of this season. San Luis Valley shipments apparently will be, as previously forecast, around 2,000 to 2,100 cars. However, Northern Colorado will have more potatoes than at first anticipated, since a late fall and good growing weather produced a heavier yield than seemed possible during August. The quality in that section is above average for this season and in sharp contrast to the generally low quality of the 1930 crop. Probably 2,000 cars remain to be shipped from that section. The Carbondale area probably will be slightly under last year, perhaps not over 1,250 cars for the season, while Montrose and other sections of the State will exceed the 1930 movement."

3b. A CHANGE ON THE "PU" PAGE OF CODE, EFFECTIVE JANUARY 29

On the "PU" (Strawberries) page of the code, change

PUM 16 quart Hallock crates

to read

PUM 36 pint crates

4b. RECENT NEWS REGARDING IDAHO POTATOES

R. G. Risser submitted the following report from Idaho Falls under date of January 15:-

"Colder weather, along with the snow-blocked condition of roads, has interfered seriously this week with the free movement of potatoes in the Upper Snake River Valley from farm cellars to shipping points. So far, the West has been getting much more winter than the East, and recently the Idaho Falls district has had its full share of difficulty in hauling potatoes. Snowfall is not far below normal and much heavier than a year ago, which improves the prospects for water supply, even though it hampers local transportation of the potato stocks. Despite the difficulties encountered, however, the Upper Valley shipped 59 cars on January 14 and will probably be loading in larger quantities as soon as hauling conditions permit.

"The southern portion of the State, including such points as Twin Falls and Burley, has been shipping more liberally. Not hindered by any trouble in delivering supplies from farm storage, that section of the State has recently been gaining on the Upper Valley in movement for the season to date. With January half gone, carlot shipments now stand at nearly 5,500 cars for the Upper Valley and about 4,700 cars from the Twin Falls-Burley district, with other sections bringing the total for the State up towards 12,000 cars.

"Because of the low value of potatoes and the sensitive attitude of the trade towards additional costs, heater service has not been used so generally this season as it would have been otherwise. The moderate temperatures in some sections have permitted some shipments to arrive at certain points in satisfactory condition, but it is generally hazardous at this season, and at times frozen bottoms have been reported. In this connection, it is interesting to learn that the Idaho Potato Dealers' Association has notified its members that the new privilege of billing cars out under standard ventilation and changing to heater service is now in effect. Lower heater-service charges are also being sought through cooperation of the Public Utilities Commission of Idaho, which will make it possible for shippers to utilize the service more universally and thus eliminate the element of risk which is involved in the shipment of dry cars."

5b. MILD OPEN WEATHER PREVAILING IN MICHIGAN

The effect of weather conditions on onions is emphasized in the following letter of January 16 from R. E. Keller, at Grand Rapids:-

"Continued mild open weather has been very detrimental to the marketing of Michigan potatoes and onions. Demand has been curtailed and, in case of the onions, quality of storage stock impaired. In fact, the continued warm rainy weather has compelled many onion shippers, who had weak stock, to force it hurriedly on the market, resulting in heavier shipments both in Michigan and other States. Terminal market track-holdings have jumped to a high figure. As a result, the demand has been very quiet during the past week. F.o.b. prices have eased off slightly, but most shippers are refusing to offer at reduced figures. Onion forwardings to date are a little over half those of a year ago.

"Potatoes are meeting a moderate demand, and prices are about steady. Shippers show a tendency to sell freely at every upward movement of the market. Michigan stock is now getting quite wide distribution throughout

Indiana, Ohio and West Virginia. Rail forwardings are about triple those of a year ago,- 3,209 cars moving to date, as compared with 1,020 last season. Truck forwardings are continuing to furnish the bulk of stock used in nearby Michigan markets."

6b. WESTERN NEW YORK MARKETS RATHER DRAGGY

The following comments on western New York products were received in a report of January 19 from R. L. Sutton, at Rochester:-

"Current developments in the marketing of Danish cabbage are of little promise. However, the colder weather that is now at hand should serve to encourage the distributors of this product. There exists a wide variation in the quality of stock being shipped. It was reported yesterday that some dealers were buying from growers at the unusually low price of $5 per ton. The more-desirable stock was not available from growers at less than $8-$10 per ton. Many cars were being consigned. Texas has now moved up to the place of principal importance in the shipment of cabbage.

"Potato loadings have been fairly active. Shipments of last week filled approximately 250 cars. The growers have not disposed of many potatoes since the offering price has been returned mostly to the 25¢ figure. The majority of the stock, comprising the heavier loadings of last week, was purchased at somewhat higher prices, ranging generally 27¢-30¢ per bushel.

"Although the volume of business in onions has decreased and the market has been rather dull, it is generally felt at shipping point that values for good-quality onions have not depreciated to any extent.

"Carrots are somewhat harder to sell, but shippers generally have not been disposed to lower quotations to any extent. The shortage of carrots still exists, even though there has been a temporary lull in trading. It is reported unofficially that growers in a few instances have received as high as $25 per ton from dealers.

"Carlot sales of apples at shipping points are few and of relatively small importance. More cars are being sent abroad, but even these are shipped largely on consignment. Of the 45 cars on which destinations were reported for yesterday, 17 were billed to Weehawken, New Jersey, for export.

"The celery season has practically ended. Although the storage-holdings report of January 15 shows about 200 carloads left in western New York, it is expected that only a few of these will move out as rail shipments. Most of the stock that is marketable will be taken by truckers. The season opened in September with fairly good prospects, but the wind-up of the storage crop was most unsatisfactory. Damaging weather prior to cutting caused an early deterioration in much of the celery stored in Wayne County."

7b. ADDITIONAL SUMMARIES

The following summaries of recent shipping seasons were issued from the Washington office this week:-

"Marketing Florida Strawberries, 1931 Season," by R. M. Peterson.
"Marketing Arizona Lettuce, Spring of 1931," by A. E. Prugh.
"Marketing North Carolina Strawberries, 1931 Season," by A. M. McDowell.

"Marketing Yakima Valley, Washington, Potatoes, 1930-31 Season," by T. R. Hall, of the Seattle office, was distributed by Mr. Hall recently. Extra copies can be obtained directly from the Seattle office.

8b. FLORIDA CELERY IN RATHER UNFAVORABLE POSITION

B. E. Surry, in charge of the Sanford field station, wrote the following letter under date of January 18:-

"Unusually warm weather in northern cities, along with hot weather in this section, has contributed materially to a very dull situation for Florida celery. Worm damage, especially the leaf-tier, has been great and the hot dry period has caused the roots to burn; in many instances there is little left to harvest. Yields are expected to be light throughout January, on account of the heavy wastage and predominance of 8-10 dozens and smaller. Most shippers have discontinued shipping 10 dozens until market conditions improve. A number of growers report yields of hardly more than one car (352 crates) per acre, while a fairly good yield would amount to 600 crates.

"The carlot movement is far in advance of last year,- 990 cars compared with 518 cars on this date last season. The Sanford-Oviedo section has contributed 474 cars to date.

"Wire inquiry was light during most of the past week. Owing to the fact that most offerings were of poor to fair quality and heavy to small sizes, a large portion of the shipments was consigned or rolled for delivered sales. A few cars were sold daily at the following low levels: 10 dozen 75¢-$1, 8 dozen $1-$1.25, 4-6 dozen $1.25-$1.75."

9b. A REPORT ON FLORIDA BEANS AND PEPPERS

J. B. Owens, of the Pompano field station, submitted the following information in a letter of January 20:-

"The rate of movement of snap beans from south Florida during the past week was practically the same as during the two preceding weeks. The majority of shipments are still coming from the Lake Okeechobee section, even though the Pompano section is in full swing and the Lake area is supposed to be having a between-season lull.

"The crop around Pompano has had excellent growing weather and yields are reported to be considerably higher than the average. The quality has been variable, but the majority of the stock has been generally good. The Lake section reports a shortage of moisture, which has helped to reduce the quality. Windy weather also played a part in lowering the quality of the stock there. The young bean crop in the Lake section is being attacked by the white fly, and just how serious this pest will become is largely dependent on the weather conditions. There is no control by spraying for this insect, and cold rainy weather is about the only thing that will halt its ravages. If the prevailing weather conditions continue, the quality and volume of shipments from this area will, no doubt, be seriously affected.

"The f.o.b. markets at Pompano and in the Lake section have remained steady throughout the week, the slight fluctuations in price being influenced by quality of the offerings for the day.

"The movement of peppers continues light, as most fields are slower in maturing than anticipated. Quality is generally very good. The f.o.b. market has been steady during the past week, but recent news of the cold weather in Mexico caused the price to growers to advance approximately 25¢ per crate on Tuesday, January 12. The local feeling, at present, is very strong, and indications are that the market will hold this advance for a few days at least."

10b. A NEW GROUPING OF STATES FOR POTATO CROP REPORTS AND SHIPMENTS

The grouping of States for potato tabulations is being changed by both this Division and the Division of Crop Estimates. Instead of the three former groups of "19 Surplus," "16 Other (or Deficient) Late," and "13 Early (or Southern)" States, the following arrangement will be used hereafter:

Early Crop (11 States)
Intermediate Crop (7 States)
Late Crop - 18 Surplus States
Late Crop - Other States (12)

The principal change is the addition of the Intermediate group, made up of Virginia, Maryland, Delaware, New Jersey, Kentucky, Missouri, and Kansas. Virginia and Maryland were formerly classed as "Early" in the carlot shipment tabulations, but as "Deficient Late" in crop estimates. The other States of the present Intermediate group were formerly in the "Other (or Deficient) Late" group.

The elimination of Virginia and Maryland from the "Early States" in carlot shipments, and also the elimination of New Mexico and Arizona from the "Southern States" in crop estimates, leaves the following 11 States as "Early Crop": Florida, Georgia, South Carolina, North Carolina, Tennessee, Alabama, Mississippi, Louisiana, Texas, Arkansas and Oklahoma.

In the Surplus Late group, Vermont has been omitted, leaving only "18 Surplus" instead of "19 Surplus" States. The "Other States" of the late crop (formerly designated as "Deficient Late") are as follows: Iowa, Illinois, Indiana, Ohio, West Virginia, Vermont, New Hampshire, Massachusetts, Connecticut, Rhode Island, Arizona and New Mexico.

In tabular form, the new grouping is as follows:

EARLY CROP (11 States)	INTERMEDIATE (7 States)	LATE CROP (18 surplus States)	LATE CROP (12 other States)
Florida	Virginia**	Maine	New Hampshire
Georgia	Maryland**	New York	Vermont
South Carolina	Delaware	Pennsylvania	Massachusetts
North Carolina	New Jersey	Michigan	Connecticut
Tennessee	Kentucky	Wisconsin	Rhode Island
Alabama	Missouri	Minnesota	West Virginia
Mississippi	Kansas	North Dakota	Ohio
Louisiana		South Dakota	Indiana
Texas		Nebraska	Illinois
Arkansas		Montana	Iowa
Oklahoma		Idaho	New Mexico
		Wyoming	Arizona
		Colorado	
		Utah	
		Nevada	
		Washington	
		Oregon	
		California*	

** The second or fall crop shipments from Virginia and Maryland will be included in the "Other Late" group, as heretofore.

In addition to this main classification by States, the following division within States will be made in the carlot shipment tabulations:

* Southern California shipments will be included with the Early Crop, and also Central California shipments from April 1 to July 31 (covering the movement from the Shafter section). Central California shipments from August 1 to March 31 and all of Northern California will be included in the Surplus Late group.

B. C. BOREE,
Specialist in Market News

REGULATORY ACTIVITIES

1e. P.A.C. HEARINGS TO BE HELD IN VIRGINIA

Three public hearings under the Perishable Agricultural Commodities Act will be held in Virginia next week. E. F. Mynatt, of the Solicitor's Office, will act as examiner and will preside at these hearings. The official stenographer will be Miss Margaret A. Bowen. The cases are as follows:

Date	Place	Parties Involved
Jan. 25	Crozet, Va.	Edwin W. Weil vs. Thomas S. Herbert
Jan. 26	Richmond, Va.	Peppers Fruit Co. vs. Crenshaw, Currie & Co.
		Crenshaw, Currie & Co. vs. Peppers Fruit Co.
Jan. 27	Richmond, Va.	Randolph Marketing Co. vs. Crenshaw, Currie & Co.

2e. JAIL SENTENCE GIVEN CHARLESTON COMMISSION MERCHANT FOR VIOLATING PRODUCE AGENCY ACT

Joseph DeAntonio, Sr., doing business at Charleston, S.C., in the name of the Seaside Fruit Company, appeared in the Federal District Court at Charleston on January 18 and entered pleas of guilty to six counts of the information in which he was charged with having violated provisions of the Produce Agency Act. Thereupon he was sentenced by Judge Cochran to 60 days' imprisonment in the county jail on each of the counts, but the periods are to run concurrently. At the same time, he pleaded guilty to a similar charge relating to a consignment from a different shipper and received a sentence of 60 days in the county jail, the sentence to run concurrently with the other sentences.

The larger of the two cases involved six consignments of tomatoes and pears, shipped by Mrs. Evelyn Harris from Betterton, Md., in August and September, 1930. The investigation made by J. W. Dykes and W. L. Evans revealed that, in every instance, the accounting rendered by the Seaside Fruit Company to Mrs. Harris was false and understated the gross sales. This false accounting resulted in defrauding Mrs. Harris to the extent of $253.56. Furthermore, three of the checks forwarded, totaling $207.80, were returned unpaid; this made the total amount due Mrs. Harris $461.36.

The other case involved a consignment of repacked tomatoes, shipped by Earle S. Anderson & Company of Baltimore, in which the Seaside Fruit Company reported that the tomatoes were frosted and were only fit to be dumped. The investigation showed that, although many of the tomatoes were returned because of being frosted, the Seaside Fruit Company collected at least $28.50 on 30 cartons for which no accounting whatever was made.

It is understood that the Seaside Fruit Company discontinued business about July 31, 1931, and that there were no assets to the business; also that DeAntonio is at present entirely without funds. The evidence clearly convinced investigators that DeAntonio made the incorrect accounting with intent to defraud. Both Mr. Dykes and Mr. Evans were present to testify on behalf of the Government in these cases. J. P. Painter, of the Solicitor's Office, assisted the United States Attorney in preparing and handling these cases before the court.

H. A. SPILMAN,
Senior Marketing Specialist.

INSPECTION SERVICE

1c. SIZE OF FLORIDA BULK CITRUS FRUIT

Attached to this D.L. is a special article relating to Size of Florida Bulk Citrus Fruit. This should be detached and filed with the main portion of the citrus circular in the Inspection Handbook.

2c. A CORRECTION OF PAR. 3c IN LAST WEEK'S DIVISION LETTER

Please refer to Par. 3c on page 29 of last week's D.L., and in your copy, or in all copies in your office, strike out the last eight words, which read as follows: "but meets the quality requirements of this grade." This will make the final period come after the word "factors" in last line. Otherwise the article is correct as printed.

3c. WABASH RAILWAY IN HANDS OF RECEIVER

We have been advised that the Wabash Railway Company, St. Louis, Missouri, is now in the hands of a receiver. Any unpaid bills against this concern should be forwarded to Washington for collection.

4c. LIGHT EXPORT MOVEMENT OF FLORIDA GRAPEFRUIT

The following information was included in a letter of January 19 from R. H. vonGlahn, of the Jacksonville office:-

"The inspections in this market have been very light since the first of the year. This is largely on account of the export movement being so light. One ship left Jacksonville for English ports with only 1,100 boxes of grapefruit, that generally carries around 8,000 boxes, and another ship carried about 4,000 boxes, which generally has a cargo of 12,000 boxes of grapefruit. A third ship, which was due to sail about January 22, is delaying its sailing until about the 5th of February in hopes of a cargo and, so far, they have 2 cars booked. The light export movement just now is partly due to the rate of exchange, but more especially due to the poor carrying quality of the first shipments made last fall. However, most of the exporters anticipate a much heavier movement of fruit during February and March, when later varieties are being shipped that do not get any artificial coloring and have better carrying qualities."

5c. A CORRECTION IN JACKSONVILLE INSPECTION REPORT

Mr. vonGlahn, of the Jacksonville office, has called attention to an error which appeared in the report of December inspections on page 32 of the last Division Letter. The total fees for December were given as $19.95. This figure should have been $188.95.

COMMERCIAL ACREAGE OF POTATOES in the early and intermediate States this season is expected to show a reduction of about 23% from the harvested acreage of last year. Sharpest cuts are in the earliest States.

6c. PROBLEMS IN MINNESOTA POTATO INSPECTION WORK

G. W. Christenson, Supervising Inspector in Minnesota, wrote as follows in a letter of January 12 from Minneapolis:-

"Another two or three weeks will probably see the start of the spring rush on potato inspections. However, the volume of work will probably not be as great as anticipated. Many of the dealers are very antagonistic to the State Tagging Law and are now trying to arrange some method of tagging their non-certified seed stock without designating it as 'Unclassified.'

"In some sections, dealers will be obliged to sort out 25% to 50% to make U.S. No. 1 grade. This is due mostly to rough handling at digging time. Many cars no doubt will go out with No. 1 tags, but no inspection will be requested because of the fact that shippers know that they would not grade No. 1 and they would rather take a chance on letting such cars go through to destination without being obliged to re-tag.

"There are still some old-time dealers continually scattering sacks of poorly-sorted stock in cars with well-sorted stock. One dealer in particular had many sacks scattered in a car. The stock in the top part of these sacks was large, clean and with few defects, while the lower part of the same sacks contained culls. It happens that two of the three reversals in Minnesota were cars shipped by this same company.

"One section in Minnesota, near Duluth, had some exceptionally fine potatoes last fall, but about one-fourth to one-half of the stock shows bad bruising. There is not much use in telling the growers about the causes now, but they must be shown at the time of digging. A large percentage of the growers are coming to realize that they must begin to handle potatoes in a more careful manner, but they feel that the present prices do not warrant extra precautions.

"Some sections in Minnesota have advanced rapidly under proper handling methods. In the Valley district, between Halstad and Climax, over 90% of the outgoing cars were inspected last fall, and all but about 3% graded No. 1. In the section around Ada, Minnesota, practically all cars were inspected during the time an inspector was stationed there, and 97% graded No. 1. Warehousemen in this section took great pride in grading cars which showed only 2% defects.

"I have checked quite a number of cars out of sections in North Dakota, where R. C. Hastings had held meetings, instructing growers in the proper methods of handling their potatoes at digging time. It has been gratifying to notice the absence of minor small nicks, as well as the more-serious bruises, in stock from such stations."

7c. GRADES OF SUMNER RHUBARB GROWERS ASSOCIATION

With this D.L., all inspectors will receive a green sheet, containing Grades for Hot-House or Cellar-Grown Rhubarb, issued by the Sumner (Washington) Rhubarb Growers Association. It may be advisable to write the date, 1932, at top of the sheet.

7½c. ANOTHER ENCLOSURE FOR INSPECTORS

Through Mr. Pailthorp's office, each inspector is receiving with this D.L. a mimeographed statement from F. E. Bailey, at Yakima, regarding the Washington Combination Grade and the Washington Orchard-Run Grade for apples. This should be studied carefully and be filed for reference.

8c. INFORMATION REGARDING WASHINGTON RHUBARB

F. E. Bailey, of the Yakima office, has submitted the following additional report regarding rhubarb:-

"When I visited the warehouse of the Summer Rhubarb Growers Association at Summer, Washington, on January 7, Fred Matson, the manager, stated that he estimated that the total shipments of rhubarb from the territory around Summer, Auburn and Puyallup would be around 175 cars this season.

"The Association's tonnage has been materially increased this year because of larger production around Summer and Puyallup and the absorbing of Auburn tonnage, which has previously been independently marketed. This commodity is packed under three grades: Extra Fancy or No. 1, Fancy or No. 2, and C Grade or No. 3.

"Mr. Matson stated that l.c.l. shipments of Fancy Grade were bringing $2.25 f.o.b. Sumner for the standard 15-pound box. The Extra Fancy Grade was moving slowly. Sales in carlots for eastern delivery have been made at $2 for Extra Fancy, $1.80 for Fancy, and $1.50 for C Grade, f.o.b. Sumner. Carlot shipments, I understand, are starting today or tomorrow, Jan. 11 or 12.

"The box used by the Sumner association has inside measurements of 4 inches deep, 11½ inches wide, and 18 inches long. The grade specifications are practically the same as last year, except for minor changes in the specified minimum diameters."

9c. CALIFORNIA INSPECTIONS BY MONTHS LAST THREE YEARS

California Inspectors' Notes, dated January 15 at Sacramento, contained the following summary of shipping-point inspections in that State:-

	1929	1930	1931
January	1324	1235	4475
February	1340	2177	3702
March	947	1608	2655
April	1145	2272	3529
May	2857	3102	2913
June	2267	2581	2570
July	1771	3368	3899
August	3736	4220	3217
September	13556	9908	6977
October	15205	16833	8512
November	3186	3844	3713
December	1072	2366	2204
TOTAL	48406	53514	48366

10c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from List of Past-Due Accounts:

H. Hutchinson,	Robbinsville, N.J.	$13.40
W. E. Walker,	Ft. Fairfield, Me.	$8.00

SUPPLEMENTARY to Mrs. Gerry's report on northwestern apple holdings, published as Par. 2a in last week's D.L., she now advises us that the Medford district holdings on January 1 were 75 cars of apples and 209 cars of pears.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason, 402 Ochoa Bldg., P. O. Box 1347, San Juan, P. R.	Citrus	April 1	March 1
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	April 1
WASHINGTON:	W. A. Hilgeson, Court House (Box 190), Wenatchee, Wash.	Apples	Aug. 15	Feb. 15
VIRGINIA:	T. W. Ayres, 211 Park Place, University, Va.	Apples	Sept. 14	March 15
MAINE:	G. Ray Warren, Caribou, Maine	Potatoes	Sept. 14	April 1
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegs.	Sept. 15 Nov. 15	May 15 May 15
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Citrus Vegs.	Sept. 20 Nov. 15	March 15 March 15
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican tomatoes	Dec. 1	May 1

Reports on North Dakota potatoes can be obtained from R. C. Hastings, State College Station, Fargo, N. D.

11c. PROGRESS OF WORK AT N.Y., N.H. & H. TERMINAL IN BOSTON

W. F. Plummer included the following report in a letter of January 16 from the Boston office:-

"I have not written you regarding the progress of the night work at the Terminal on account of being rather tied up with this city inspection work. But, in looking over our records today, I find that since the first month of the contract, or since December 23, we have inspected a total of 87 cars and still have another week to go; so that in all probability we shall run ahead of the guarantee. Last month, as you recall, the railroad had to pay $55 to complete the guarantee, but this month I do not believe there is a chance that they will have anything extra to pay."

R. C. BUTNER,
Supervisor of Inspection

OFFICE NOTES:

The week beginning January 25 will witness a large and very important gathering of representatives from all branches of the fruit and vegetable industry, as well as those interested in allied products. Several thousand persons probably will attend the various conventions, which will be held at different hotels in Chicago. Wells A. Sherman, Wm. E. Lewis and Paul M. Williams will serve as representatives of the Fruit and Vegetable Division:

Mr. Sherman has been authorized to attend the annual convention of the American Fruit and Vegetable Shippers Association, at Hotel Sherman, Chicago, where he expects to participate in the discussions from the floor. He probably will also attend meetings of the National Potato Institute and meetings of the Brokers' Division and Potato Shippers' Division of the A.F. & V.S.A. From Chicago, Mr. Sherman plans to go to Milwaukee to see about the possibility of putting on a special inspection service for the railroads in that terminal market.

Wm. E. Lewis will attend the meeting of the National Canners Association at Hotel Stevens, Chicago. At a meeting of the kraut section on next Tuesday, he will discuss the proposed Federal grades for cabbage to be used for sauer kraut. On Thursday, he will meet with those interested in corn and talk on results of experiments conducted last year with a view to recommending Federal grades for sweet corn for canning. At these gatherings, Mr. Lewis will study the feasibility of having grades become effective for experimental use during the coming canning season.

Paul M. Williams will attend the convention of the National Wholesale Grocers Association, in the Congress Hotel, Chicago, and will address that gathering on Tuesday regarding the newFederal grading service on canned fruits and vegetables. Mr. Williams will also discuss this subject informally with representatives of the National Food Brokers organization, which will also be in session in Chicago next week. On Friday, January 29, he will be at Detroit, where he will address in the Cadillac Hotel the convention of the American Warehousemen's Association.

E. P. Bostwick, in charge of the Chicago office of the Canned Fruit and Vegetable Grading Service, will likewise attend the various trade conventions in Chicago during the coming week.

OFFICE NOTES(CONTINUED):

The 14th Annual Convention of the American Honey Producers' League and allied organizations interested in honey will be held on January 25-28 in the Deshler-Wallick Hotel, Columbus, Ohio. On Wednesday morning, H. J. Clay, of the Washington office, will address the League on the subject: "Recent Developments in Disposing of the Honey Crop." A meeting of the American Honey Institute will be held on Monday for the purpose of discussing the affairs of that organization, and Mr. Clay will participate informally in these discussions. M. W. Baker, of the Columbus office, is also on the program Wednesday morning to talk on shipping-point inspection.

A. E. Mercker, Secretary of the Interstate Early Potato Committee, reports that his meetings with potato growers and other interested parties on the Eastern Shore of Maryland and Virginia last week were the best attended meetings he has had in some time. Mr. Mercker left again last night for Washington, North Carolina, where he is today holding a potato outlook meeting among members of the North Carolina Produce Growers Cooperative Association.

George W. Johnston has succeeded Howard Hotchkiss as the New Jersey State representative in the Newark, N. J., office, where our H. L. Harrington is also located as the inspector. Please note this change on your Market Station Address List of the Market News Service.

THE 1932 OUTLOOK REPORTS will be released on Monday, February 1. Many employeesin Washington have been busy during recent weeks, helping to prepare these important reports.

THE NEXT DIVISION LETTER, dated January 29, probably will be delayed because of the vast amount of mimeograph work which must be done in connection with the Outlook Reports. Wait a reasonable time before complaining of non-receipt of the next D.L.

The new grouping of States in records of potato shipments, as mentioned on page 48 of this D. L., was made effective in the Weekly Summary of Carlot Shipments dated January 19, 1932.

SIZE OF FLORIDA BULK CITRUS FRUIT

1/22/32

Citrus fruit loaded in bulk is often sold on the basis of box sizes. It has been difficult in the past to determine the correct diameters of citrus fruit for the various sizes packed in boxes. Mr. Strauss made an investigation of the situation in Florida and reports that the shippers are generally agreed on the maximum and minimum diameters for the different box packs. A table is given below showing the minimum, maximum, and average diameters for the different sizes of grapefruit and oranges as packed in boxes:

Size	Diameter in inches Minimum	Maximum	Average
		ORANGES	
96's	3-5/16	3-13/16	3-5/8
126's	3-3/16	3-9/16	3-1/4
150's	3-1/16	3-3/16	3-1/8
176's	2-15/16	3-1/16	3
200's	2-13/16	2-15/16	2-7/8
216's	2-11/16	2-13/16	2-3/4
250's	2-9/16	2-11/16	2-5/8
288's	2-7/16	2-9/16	2-1/2
324's	2-1/4	2-7/16	2-3/8

Size	Diameter in inches Minimum	Maximum	Average
		GRAPEFRUIT	
36's	5-1/16	5-3/4	5-1/4
46's	4-13/16	5-3/16	5
54's	4-7/16	4-15/16	4-3/4
64's	4-3/16	4-11/16	4-3/8
70's	3-15/16	4-5/16	4-1/8
80's	3-11/16	4-1/16	3-7/8
96's	3-5/16	3-13/16	3-5/8
126's	3-3/16	3-9/16	3-1/4

Diameter is to be determined by measuring the greatest dimension at right angles to a line from stem to blossom end.

In most cases, citrus fruit in bulk is being sold on the basis of a minimum size specification stated in box sizes. For example, a car of oranges was recently sold with a size specification calling for nothing smaller than 288's. The receiver claimed that there was a considerable percentage of 324 size in the car, and inspection was made to show the percentage of fruit which was less than 2-7/16 inches in diameter. It sometimes happens that the sales contract is based on the maximum size, in which case the maximum diameter should be used. For example, if a car of grapefruit is reported to contain no fruit larger than 64's, it would become the duty of the inspector to determine the percentage of fruit larger than 4-11/16 inches in diameter, which is the maximum size for 64's. The average diameter will seldom be used, although it may be of some advantage in making inspections which involve the size of fruit packed in boxes. The maximum and minimum diameter will be of value in determining whether a lot of boxed fruit is uniformly sized or irregularly sized. No lot of boxed fruit should be reported as showing irregular sizing, unless the total tolerance for off-size fruit exceeds 10%, with not more than one-half of the tolerance allowed for either oversize or undersize. No statement of box sizes will be made on certificates covering inspection of bulk fruit, and the size descriptions should be given by stating the diameter in inches and fractions thereof.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 4 January 29, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. JUDICIOUS USE OF TELEGRAPH RATES SAVES MONEY FOR THE GOVERNMENT

J. L. Koehl, Superintendent of the Telephone and Telegraph Office in the Department of Agriculture at Washington, wrote the following article, which was published in a recent issue of The Administrative Bulletin. It deserves careful reading:-

Experience indicates that by taking advantage of the cheaper night message and night letter rates offered by telegraph companies a considerable sum of money may be saved annually by the Department of Agriculture. In using these cheaper rates for telegraph service, employees in the field and those who may be on a travel status should take into consideration the hour of the day and the difference in time between the various time zones.

Many High Rate Telegrams Actually Go as Night Messages

A recent survey discloses the fact that many telegrams filed after the Department has closed for the day are sent as day messages and day letters. These telegrams all go paid for at the higher rates but are actually receiving service as night letters and night messages, because they are sent too late to be delivered on the same day. Even though they may be relayed to the addressee's residence, it is seldom that they can be acted upon before the following morning.

It can readily be seen that a message filed in the Central time zone after 3:15 p.m. would have no chance of reaching the Department at Washington before 4:30 p.m., and therefore would receive no action until the following business day. On the same basis, a day message filed in the Mountain time zone at 2:15 p.m. or in the Pacific time zone at 1:15 p.m. would be received in the Eastern zone too late to be acted upon the same day. Similar conditions obtain with respect to telegrams sent from one point to another in the field, where the offices concerned are located in different time zones.

Should Take Advantage of the Cheaper Night Rates

Everyone recognizes the wisdom of sending messages within the same time zone, filed after the addressee's office has closed, at the cheapest rates. It would naturally follow, therefore, that all telegraphic messages, regardless of time zone, filed too late to be delivered on the current day should be sent at the cheaper night message or night letter rate.

By virtue of authority vested in the Postmaster General, the Government rate on telegrams is fixed at 40% of the commercial rate, with the following minimum rates established for the various classes of service:

Day messages	25¢	Night letters	30¢
Day letters	45¢	Night messages	20¢

In order to correctly compute the Government rate on a telegram, one must know the commercial rate and then figure 40% of that to determine the Government charge. As an example of how a saving can be effected, we will

consider a ten-word telegram sent from one of the Pacific States, where the basic commercial rate is $1.20 for ten words. The Government charge would be not the minimum rate of 25¢ but 40% of $1.20, or 48¢. The basic commercial rate on a night message from the same State is 60¢. The Government rate would be 40% of 60¢, or 24¢.

Saving Greater on Fifty-word Night Message

If a telegram is longer than ten words, the proportionate saving would be greater. For example, the commercial rate for a fifty-word day message from a Pacific State would be $4.60. The Government charge of 40% on $4.60 is $1.84. The commercial rate for a fifty-word night letter from a Pacific State would be $1.20, whereas the Government charge of 40% would only be 48¢. Thus a saving of $1.36 is made by taking advantage of a Government rate night letter instead of a Government rate day message.

Where a telegram to be sent is a night message or night letter, it is not necessary for the sender to know which of the two services is the cheaper, because the telegraph companies always give the Government the benefit of the cheaper rate. This is not true, however, with respect to day messages and day letters. Accordingly, it is necessary that the sender ascertain from the telegraph company which rate is the cheaper.

From this resume of conditions, it will be seen that the exercise of judicious care in sending telegraphic messages will result in a considerable monetary saving to the Department.

2a. ADDITIONAL SUMMARIES PUBLISHED

The following additional summaries were issued at Washington this week:-

"Marketing Eastern Shore (Del., Md. and Va.) Strawberries, 1931 Season," by V. H. Nicholson.

"Marketing Strawberries from the Ozark Section of Missouri, 1931 Season," by Gary Thompson.

"Marketing West Florida Vegetables, 1930-31 Season," by R. M. Peterson.

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A CHANGE OF POLICY

A recent memorandum from the Director of Information of this Department calls attention to the necessity of limiting the size of all mimeographed publications to the actual needs and restricting their contents to such matter as is "necessary for the proper transaction of public business." This will make it necessary to eliminate from the Office Notes in our weekly Division Letter most of the strictly personal items, or such items as have no bearing on official business. - Editor.

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MARKET NEWS SERVICE

1b. FLORIDA ORANGE FESTIVAL THIS WEEK

H. F. Willson, of the Winter Haven office, sent the following item regarding activities in Florida:-

"The state-wide Florida Orange Festival, held each [illegible] season at Winter Haven just prior to the South Florida Fair at Tampa, opened on January 26 and will continue through January 30. What is now the Florida Orange Festival was organized in the fall of 1923 as the Polk County Orange Festival. Each season the festival has shown an increased attendance, ranging from around 10,000 in 1924 to approximately 70,000 in 1931.

"Prizes are awarded for packing-house exhibits in three groups according to size:- for exhibits by shipping organization and sub-exchanges where fruit from more than one packing house is used; for community citrus exhibits, and also for exhibits by individual growers. In addition there are classes for citrus by-products, exhibits by clubs and County Agents, and commercial exhibits. Work on some of the larger and more-elaborate displays was started over a month ago.

"The program of five days is as follows; January 26, School Day; January 27, Governor's Day; January 28, All States and Tourist Day; January 29, Growers' Day; January 30, American Legion Day."

2b. CROP NOTES FROM THE PACIFIC NORTHWEST

The following comments were included by T. R. Hall in a Northwestern Review, issued at Seattle a few days ago:-

"The f.o.b. market for Yakima Valley potatoes has failed to show any improvement, and dealers are trying to discourage any efforts on the part of shippers to force the markets. Supplies in the Coast cities are already in excess of current needs.

"The few remaining stocks of onions, on the other hand, are being firmly held. Operators in the Yakima Valley report only a few cars remaining from the 1931 crop, and Oregon shippers are allowing only a limited movement at $3.75-$4 per cwt., in many cases confining the quotations to the latter figure.

"Activity in Puget Sound hothouse rhubarb is gaining momentum until current daily movement of about one car has been attained, exclusive of deliveries by trucks to nearby markets and l.c.l. shipments into California. Last year's movement of approximately 100 cars from the Puyallup-Sumner district will be equaled and likely exceeded this present season. Ruling quotations, f.o.b. cash track, on the 15-pound boxes are $1.25-$1.40 for Extra Fancy, $1.10-$1.25 for Fancy, and 85¢ for Choice grade.

"The preliminary estimate of asparagus acreage in Washington reflects an increase above that of 1931 and now stands at 2,060 acres. Practically all the asparagus is in the eastern part of the State, and the first carlot shipments usually are ready the latter part of March."

3b. OREGON SEED POTATO MARKET SLOW

The Northwestern Review, published at Portland, Oregon, on January 25 says that "one feature of the potato trade in the Northwest at present is the entire absence of future business in Oregon Burbank seed, which usually arises in California in January. Oregon shippers anticipate little seed inquiry until shipping time approaches in March."

4b. WISCONSIN SEED POTATOES MEET GOOD DEMAND

The following information was included in a letter of January 23 from A. M. McDowell, of the Waupaca office:-

"In common with other potato producing sections, Wisconsin experienced a weaker market with lower prices during the week just past. Demand was light. Growers were receiving mostly 30¢-35¢ bulk per cwt. Growers do not show much disposition to sell at less than 40¢ and little stock is being delivered to warehouses.

"Prices for seed stock, on the other hand, were steady to firm. Certified Triumphs returned mostly $1.15-$1.25 and selected stock mostly 90¢, with a very few carlot sales reported today as high as $1. Despite the fact that the estimate of intended acreage of early potatoes shows considerable decreases from last year, most dealers report that inquiry for seed has been fully as good as a year ago. Stocks of both certified and uncertified Triumphs are running low."

5b. A GOOD SUMMARY OF THE NORTHWEST APPLE SITUATION

"The Morning Oregonian," Portland, Oregon, on January 22 published the following summary of the northwestern apple situation. The information on which it was based was furnished by J. D. Hamilton, of our Portland office:-

"The northwestern apple movement has responded to recent European inquiry, with considerable increase in volume of shipments. Prices are very low in many cases, with shippers inclined to accept virtually any cash offer. Export Delicious are scarce, but recent sales have ranged 25¢-40¢ lower than prevailed 60 to 90 days ago. Exporters have purchased Delicious this week, sizing 163 and smaller, strapped and marked, f.o.b. Washington shipping points, at the following prices: Extra Fancy, $1.15-$1.20; Fancy 90¢-95¢, and C grade 40¢ per box.

"Winesaps have moved freely for United Kingdom shipments with guaranteed cash advances characterizing most of the transactions. Cash advances for export sizes, strapped and marked, f.o.b. shipping points, have been: Extra Fancy 60¢, Fancy 50¢ and C grade 40¢ per box. Prices realized for this stock upon arrival at European markets may permit additional returns above these values. Washington Winesaps have sold recently from Atlantic coast storage at $1.20 per box, f.a.s. New York, for fine quality stock, sizing 150 and smaller.

"Yellow Newtowns have not gone quite as low as Winesaps. Extra Fancy Newtowns have sold around $1.10-$1.20 per box, f.o.b. shipping points. One prominent Yakima organization is now reported cleaned out on Newtowns.

"Most of the current trading is for delivery to the United Kingdom. Continental trading is limited, although considerable inquiry has been received recently. France has taken an unusually large volume of American apples this season, but this trade has fallen off since New Year's, and latest French offers are 15¢-20¢ below their previous confirmations.

"Tasmania, Australia and New Zealand are reported as having a heavier apple crop than last year, and this stock will start to arrive in British markets in April. As a result, British dealers are specifying transcontinental rail shipment for loadings from the Pacific Northwest after February 10. Ocean traffic through the Panama Canal after that date would throw northwestern apples on European markets too near initial arrival dates of Australian fruit."

- BE SURE TO ASK for a Division Letter, if you ever fail to receive one. -

6b. UNFAVORABLE WEATHER RETARDS TRADING IN WESTERN NEW YORK

R. L. Sutton, of the Rochester office, included the following information in a report dated January 26:-

"Even with the reduced purchasing power evident at large, the unseasonable weather that has existed for a long period has been chiefly responsible for the lack of activity in produce lines in this territory. This situation has been particularly evident in the case of cabbage. The warm weather has caused heavy shrinkage and correspondingly low prices. Loaded cars which have not been moved promptly have often had to be discounted sharply, when sales were finally effected, This winter has probably broken all records for high temperatures and open conditions. Sales made at shipping point recently were limited in number and were hard to put through, even at the lower prices. Very little stock is being purchased from growers at this time, although the indicated price to growers is reported between $5 and $8 a ton. Liberal supplies of new cabbage from the South are satisfying much of the terminal market requirements.

"The dullness in the apple market still continues. Snappy winter weather no doubt would tend to stimulate trading. Prices obtained in the receiving markets usually are little in excess of those obtained at shipping point. In fact, there has been some business reported on Baldwins at prices that none of the larger markets would justify. Recent improvement in the export market has caused a heavier movement to seaboard from this territory. New England markets are very hard to stimulate, due to the low prices at which they are willing to buy.

"The movement of potatoes continues fairly active. Dealers are generally unwilling to pay more than 25¢ per bushel to growers, which fact has probably curtailed haulings. The f.o.b. market has weakened slightly.

"The carrot market appears to be in a firm position. Sales are not overly abundant, but dealers are holding for prices quoted. The demand for onions is generally slow. Few f.o.b. sales are being transacted."

7b. ONLY LARGE CELERY WANTED IN FLORIDA

B. E. Surry wrote as follows from Sanford on January 25:-

"Less than 300 cars of celery moved out of Florida last week owing to continued warm weather and poor quality. Blight, black-heart, root-burning and worms have all taken their toll in wastage and injured appearance. Yields have varied generally from 150 to 600 crates per acre, mostly around 350 crates. A few cars of good quality sold f.o.b. at fair prices; however, a majority of shipments rolled unsold and shippers even found difficulty in placing cars on consignment.

"Wire inquiry reflected a very light demand, except for large sizes. Northern terminal markets were much lower than during the preceding week, and shippers and growers made several attempts to organize and prevent the loading of 8's and 10's. These sizes had been selling on the average at hardly enough to pay freight charges. Efforts to hold up the movement of 8's were unsuccessful, but 10's were shipped only in very small quantities to fill firm orders. Cooler weather is needed to improve the quality."

CARROTS in sacks are being shipped from the Pacific Northwest to California, in exchange for bunched carrots from that southern district.

8b. HEAVY CROP OF EARLY STRAWBERRIES IN FLORIDA

R. M. Peterson sent the following information about berries and celery in a letter of January 25 from Plant City:-

"In spite of the light rainfall, Florida's warm weather has matured an early strawberry crop that is heavier than any of the previous seasons. Last week's movement of 166 cars brought this season's total to 565 cars, which is four times as heavy as last year's early movement and nearly 150 cars heavier than in 1930, which was another early season. The shipments this week are expected to be about the same as those of last week, but the loadings thereafter will undoubtedly be lighter if the dry weather continues.

"The berries have been ripening rapidly and the size is decreasing. Quality has been generally very good this season, but many of the berries have been overripe during the past 10 days, due to the fact that most fields are picked every other day, which is not often enough during this warm weather. Prices are very low for this time of the year. Growers received mostly 8¢-9¢ per pint during the past week. This is approximately 50% lower than the prices received for the same week during the two previous seasons.

"The Sarasota celery movement will be lighter this week and next, with probably not more than 35 cars each week. The Manatee celery movement is holding rather steady, with 40 to 45 cars a week."

9b. UNSETTLED CONDITIONS IN RIO GRANDE VALLEY OF TEXAS

W. D. Googe submitted the following report in a letter of January 24 from Brownsville:-

"Fruit and vegetable shipments from the lower Rio Grande Valley of Texas to date this season are about 1,600 cars greater than to the same time last season, or approximately 7,200 carloads. The increase is almost equally divided between citrus and vegetables. In general, prices to growers are nearly double those of a year ago for vegetables and scarcely half as much for citrus. Shippers and growers of grapefruit are very much disappointed in the returns from this commodity, while returns from vegetables have been better than was expected during this period of depression. Weather has been favorable for growing and harvesting, and spring crops have made good progress.

"Shortage of beets ready for harvest during the past week sent prices to growers up from 30¢-40¢ per crate to as high as $1 per crate in the fields. The week closed with prices around 75¢. Carrots are slightly more abundant and the market is a bit easier, but prices to growers still range $1.25-$1.50 per crate. In connection with these two commodities, it is well to note that it is estimated that two-thirds of the shipments are being made in half lettuce crates of three-dozen bunches. The demand for broccoli has dropped off sharply, but green peas and new potatoes have been bringing good prices."

B. C. BOREE,
Specialist in Market News.

INSPECTION SERVICE

1c. COMPLAINT REGARDING CUTTING OF SACKS

Once or twice a year we receive a complaint from some member of the trade that our inspectors recklessly cut sacks and leave a car in such condition that the dealer cannot take a buyer into it without considerable expense in restoring the car to a presentable appearance. Please read again paragraphs 33, 34, 35, Part 1, Receiving-Point Handbook. Sacks should never be cut, when they can be opened by untying the tops. A sewing needle should be part of the equipment of every inspector, who is making inspection of products of this kind. Use every precaution, so that neither you nor the service as a whole will be subjected to criticism on account of carelessness in this connection.

2c. REPORTS ON DISEASE SPECIMENS SENT IN TO PATHOLOGISTS

Inspectors, who receive reports from pathologists on specimens forwarded to Washington or Chicago for examination, are sometimes inclined to complain because the reports which they receive are not as specific as they desire. It should be remembered, in this connection, that the identification of a disease or a physiological condition is not easy when only three or four specimens are at hand. Frequently, determining factors in the identification of such troubles are location in the lot, relative location with respect to other specimens, temperature and moisture conditions, etc. The pathologist does not have this information when he examines only three or four specimens received by mail. There should also be taken into consideration the fact the the inspector sending in these specimens does not himself know just what the specimens will show when cut. This is particularly true in the case of freezing-injury. The fact that all came from the same location does not necessarily mean that all will show the same evidence of injury. When our specialists send back a report that three apples, out of five submitted, show evidences of freezing-injury but the other two do not, the fact that all came from the same location is no proof that the diagnosis was incorrect. The inspector must add his own observations to the information received on any set of specimens.

Many information-cards received with specimens contain practically no information. It is realized that the inspector frequently knows but little of the history of the lot in question, but the fact that some who send in specimens always send cards well-filled-out with useful information leads us to believe that there can be improvement in this connection on the part of many inspectors.

3c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from List of Past-Due Accounts:

Mackay and Lehman,	Weslaco, Texas.	$16.00
Wayne Newcomb,	Pocatello, Idaho	$ 4.00

The following should be added to List of Past-Due Accounts:

Palmer C. Olson,	St. Ansgar, Iowa	$ 4.00
Lee & Houghton, Inc.,	Waterford, Pa.	$ 1.00

4c. A GOOD APPLE EXHIBIT IN WESTERN NEW YORK

J. A. Marks, who was in Rochester last week, sent the following letter from that office under date of January 21:-

"We had a very good exhibit at the meeting of the State Horticultural Society at Rochester last week. There were something like 105 packages of apples on display in our commercial exhibit, a few of these being from other States. We graded and placed on display 76 barrels, baskets and cartons from New York growers, of which only about 13% failed to meet grade as marked. The packages were displayed on long tables on either side of the hall, with the defects in each lot picked out and placed in a small splint basket where the growers could look them over. In the basket exhibits, the defects were sorted from the entire basket; in barrels, we took the defects out of only 50 pounds. This is the fourth year we have had such an exhibit.

"We try to get all the licensed men in to assist with the grading of this exhibit, so that it affords us an unusual opportunity to run a little training-school on apples. I plan to attend the meeting at Poughkeepsie next week, at which time we shall get together the inspectors in that section of the State.

"While we have inspected between 10,000 and 11,000 cars in New York State this season to date, the work has been very light since the middle of December. There are a few more apples moving into export. Common-storage stock is getting very ripe, because of the warm season, and Baldwins are showing more Bitter Pit than usual. Some of this is very hard to catch without cutting the riper apples and, as we have had some argument as to the accuracy of our diagnosis, I may send in some samples."

5c. EIGHT LEADING VEGETABLES INSPECTED IN CALIFORNIA

Product	1930 Carlot Shipments	1930 Inspections	1931 Carlot Shipments	1931 Inspections	Difference between 1930 & 1931 in: Carlot Shipments	Difference between 1930 & 1931 in: Inspections
LETTUCE	37450	5675	33409	9889	-4041	+4214
CAULIFLOWER	7665	2234	5616	4016	-2049	+1782
CELERY	8326	3335	6063	3327	-2263	- 8
TOMATOES	5459	2624	3297	2207	-2162	- 417
CARROTS	7382	2442	6212	1926	-1170	- 516
ONIONS	4099	1114	3426	1779	- 673	+ 665
PEAS	3490	1267	2840	1442	- 650	+ 175
POTATOES	8324	1662	6019	1115	-2305	- 547
	82195	20353	66882	25701	-15313	+5348
PERCENTAGES OF SHIPMENTS:	24%		38%			+26%

In the above figures it will be noted that inspections showed an increase of over 5,000 cars or 26% in 1931 on these vegetables, although the shipments showed a decrease of more than 15,000 cars, or 19%, as compared with 1930. In 1930, 24% of the shipments were inspected, and in 1931 this increased to 38% of the total shipments. -(from California Inspectors' Notes, Jan. 22.)

ONLY HALF AS MANY ONIONS were in storage on January 1 this year as there were a year ago. Estimated holdings were only 2,939,000 bushels in 17 States.

6c. MARYLAND REVIEWS CANNING-HOUSE INSPECTION SERVICE

Government licensed inspectors were assigned to inspect tomatoes on a graded basis at 27 points in Maryland during the 1931 canning season by Maryland Department of Markets. Representative lots from each load of tomatoes delivered to a factory were sorted into three grades: U.S. No. 1, U.S. No. 2, and culls. The percentage of tomatoes of each grade in every load was determined in this manner on a weighed percentage basis and growers were paid accordingly.

Heretofore, the common practice in Maryland had been to pay a flat price for the tomatoes irrespective of grade, but this season the majority of the canners who bought tomatoes on a graded basis paid at the rate of 150% of the basic price for U.S. No. 1's, 75% of the basic price for U.S. No. 2's, and nothing for culls.

Of the total production of canning-house tomatoes amounting to 4,900,000 baskets, 782,491 baskets were purchased and delivered to factories on the basis of U.S. grades, of which approximately 90% were No. 1's and No. 2's and the remainder culls. Of the 13,600 loads of tomatoes delivered, 3,000 loads contained no culls.

R. C. BUTNER,
Supervisor of Inspection

REGULATORY ACTIVITIES

1e. ADDITIONAL PUBLIC HEARINGS IN P.A.C. CASES

The following additional hearings are scheduled to be held in cases under the Perishable Agricultural Commodities Act. E. F. Mynatt, of the Solicitor's Office, will act as examiner and preside at these hearings. The official stenographer will be Mrs. J. H. Sullivan. The cases are as follows:-

Date	Place	Parties Involved
Feb. 3	Philadelphia, Pa.	Harry W. Merrill vs. A. E. Freeman.
Feb. 4	Philadelphia, Pa.	Manatee Fruit Co. vs. Brownstein & Lazow.
Feb. 5	New York City	Stayton Canning Co. vs. George S. Murphy, Inc.
Feb. 6	New York City	Puget Packing Co. vs. George S. Murphy, Inc.
Feb. 8	Waterbury, Conn.	Biederman Bros. Produce Co. vs. D. H. Feinn & Co.
Feb. 9	Boston, Mass.	Max Loefsky vs. J. B. White Co.
Feb. 11	Orono, Maine	Sid Kyman vs. B. S. Osgood.
Feb. 12	Houlton, Maine	L. E. Ashby & Co., vs. Eastern Potato Company.

2e. TRADE CONVENTIONS COMMEND BUREAU'S ADMINISTRATION OF ACTS

The Bureau's work under the Produce Agency Act and the Perishable Agricultural Commodities Act were spoken of in flattering terms by representatives of the National League of Commission Merchants at their meeting in

Miami, Fla., January 12-15, and by members of the Western Fruit Jobbers' Association at their convention in New Orleans, La., January 19-22. Mr. Robb discussed at these meetings phases of the work of administering the two Acts and is highly gratified with the attitude of the delegates toward our efforts in this direction. He reports that these men appreciate the influence which the enforcement of the Acts is having in promoting better trade relations, because those who have enforceable contracts have assurance that they will be carried out in accordance with their terms. Both organizations spent considerable time in discussing the competition they are encountering from truck peddlers. Chain stores also received some attention at the meetings.

F. G. ROBB,
In Charge, Regulatory Branch.

OFFICE NOTES:

Mr. Sherman expects to go to Ayer, Mass., next week and address a meeting of the Nashoba Fruit Producers Association on Wednesday relative to "Present Trends in the Apple Industry." On this trip he will also visit our Boston office.

Loyde M. Billman, of the Canned Fruit and Vegetable Grading Project, has been absent this week on account of illness.

B. H. Rowell, of the Chicago inspection staff, has been substituting in Milwaukee this week, because of illness of the local inspector, H. A. Arenz.

J. L. Ebert, who has been handling inspections for the Navy at Charleston, S. C., expects to complete that work by the end of this week and return to the New York City office.

J. A. Marks, who has been temporarily in the Pittsburgh inspection office, went to Rochester last week for the meeting of the New York State Horticultural Society. This week, he spent some time in the Hudson River Valley, in connection with his supervisory work on inspections in New York State. He returned to Pittsburgh yesterday.

C. D. Schoolcraft, of the Detroit market-news office, reports that his residence address is changed to 1218 Waterman Ave.; phone Vinewood 1-7162. Please make this change on the Market Station Address List.

Branch offices of the Market News Service have already begun to publish their annual summaries of carlot unloads of fruits and vegetables for the year 1931. These are put up in very attractive form and contain a great deal of valuable information.

SEE SPECIAL ITEM AT BOTTOM OF PAGE 58

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 5 February 5, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. FORWARD LETTERS OF COMMENDATION OR ADVERSE CRITICISM OF THE WORK OF THIS DIVISION TO WASHINGTON

There is a likelihood that we shall have a growing need for specific illustrations as to how people regard the various activities and services of this Division. A separate file will be kept of adverse criticisms and commendations of our work. Will you, therefore, kindly forward to us any particularly interesting letters you may receive, including both those which condemn and those which commend. Mark such letters for the attention of Miss Verne Schult.

WELLS A. SHERMAN

2a. AN EXCELLENT SUMMARY ON MARKETING OF ARTICHOKES

Some weeks ago, a preliminary summary was issued in mimeographed form of a prospective bulletin entitled: "Marketing Globe Artichokes." This was written by E. A. Stokdyk, who is associated with the Giannini Foundation of Agricultural Economics, at Berkeley, California, and includes the important points which will appear more elaborately in a California Experiment Station bulletin in the near future.

This preliminary summary contains some very interesting and valuable information regarding artichokes. There are numerous statistical tables and about 10 pages of graphic charts. Those who have actual need for the summary probably can obtain a copy directly from Mr. Stokdyk at the College of Agriculture, Berkley, California.

3a. HONEY IN TUBE PACKAGES NOW ON MARKET

H. J. Clay reports that a new development in the distribution of extracted honey is the packaging of honey in tubes. These tubes are like those in which tooth paste and other products are enclosed, and vary in size from the tooth-paste tube size to those holding one-half pound of honey. The advantage is that they can be used for picnics and teas where freedom from muss and stickiness would be specially desirable. Another advantage is that just the quantity needed can be poured out at one time. This method of packaging honey is already in use in Germany in a limited way. Mr. Clay recently received samples of honey in the new packages. He reports that another interesting development in the distribution of honey has been the introduction of a new candy bar, consisting of honey, almonds, and nougats. In some stores this has become a most popular 5-cent candy bar.

MARKET NEWS SERVICE

1b. CABBAGE PRICES DECLINE IN RIO GRANDE VALLEY

The following comments were received in a letter of January 31 from W. D. Googe, at Brownsville:-

"Cabbage prices in the lower Rio Grande Valley have been on the decline during the past week, closing Saturday at mostly $10 per ton to growers. In spite of the light demand, shipments reached 92 cars on Wednesday. Newspaper and radio support was enlisted by shippers and others interested, in an effort to get growers to stop cutting until surplus rolling cars could be cleaned up. This appeal seemed to have the desired effect and shipments were reduced about one half.

"Carrots were more plentiful, and f.o.b. prices were slightly weaker. Beets were moving in lighter volume; prices were generally steady. Peas were bringing around $2.75 per 45-pound crate f.o.b. cash track. In addition to the mixed car shipments, one to two straight cars were going out daily. The abundance of broccoli, especially near Laredo, resulted in a sharp drop in prices. Some shippers are now taking it only for the account of growers.

"Lower temperatures in the western States have threatened Valley crops of snap beans, potatoes and tomatoes, but to date two cold waves have failed to do any damage in this section. It now appears that some beans will be ready for shipment before March 1, and that tomatoes will be ready shortly after April 1. These dates are about two weeks earlier than normal."

2b. MAINE POTATO MARKET UNSETTLED

V. H. Nicholson included the following information in a letter of January 30 from Presque Isle:-

"Considerable weakness developed in the Maine potato market about the middle of the week, but there has been a slightly improved tone during the last three days. Several loaded cars had accumulated on track during the past few days, and it became necessary to move this stock because of the mounting demurrage charges. This condition prompted considerable selling Tuesday and Wednesday and, as a result, the carlot price dropped to 43¢ sacked per cwt. Tuesday, but yesterday (Friday) there were a few sales in the range of 43¢-48¢. The price to growers has also shown a similar weakness, with most sales being made around 55¢ bulk per barrel.

"Shipments during January this season will probably be about 1,000 cars lighter than those in January, 1931, not because of a lighter supply but probably because of the slower demand and the difficulty of selling potatoes at even the prevailing low prices. In only one week since the beginning of the season have Maine shipments exceeded or equaled the movement of the corresponding week last season."

3b. RECENT RELEASES BY FOREIGN SERVICE DIVISION

Recent mimeographed reports by the Foreign Agricultural Service Division of this Bureau include the following:-

F.S.:F-103, "The Apple and Pear Situation on the Continent."(Jan.7)
F.S.:CF-79, "Prospects for Oranges, Mandarins and Grapefruit in the Mediterranean Basin," (Jan. 21)
F.S.:V-97, "Winter Vegetable Situation in Mexico and Cuba."(Jan.27)

4b. ONION MARKET STRONG BUT POTATOES WEAK IN COLORADO

Bryce Morris sent the following information from Denver on January 30:-

"The past week has seen a slackening demand for potatoes in Colorado, with the market generally dull to slightly weaker. Only five cars moved from the San Luis Valley this week, with the bulk of the State movement continuing to come from northern Colorado.

"Although onion prices generally throughout the United States were slightly lower, prices in Colorado held fairly steady, on account of the very limited supplies available. Carlot sales of No. 1 Danvers in 50-pound sacks were reported at $4.25 per cwt. Friday. One car of Arkansas Valley Spanish onions in 50-pound sacks, with a 2¾-inch minimum diameter, also sold at $4.50. Additional shipments of onions from the State probably will not exceed 125 cars.

"Snow has fallen on the Western Slope continuously for the last three days, with much colder weather over the entire State."

5b. MICHIGAN REGAINING FORMER POTATO MARKETS

The following interesting report came from R. E. Keller, at Grand Rapids, under date of January 30:-

"Onions have been very quiet in Michigan. Demand and trading have been limited and the market a trifle easier. Shipments for the entire country averaged less than 50 cars a day for the first six days of this week and, although Michigan shipped more than any other State, she has averaged less than 13 cars. The situation appears a little more favorable now, as track-holdings have been reduced by the light shipments.

"Michigan's forwardings to date are very close to 2,000 cars, compared with 3,650 a year ago.

"Potato markets are beginning to show more life, with the advent of the present cold weather. Until today, the demand remained slow and draggy, and prices had gradually declined until some sales reached a low point of 50¢ per cwt. for U.S. No. 1 Russet Rurals, Cadillac basis. The old-line potato houses reduced their price to the farmer to 25¢ per cwt., a reduction of 5¢, but today some dealers raised their price again to 30¢. Forwardings from Michigan total 3,800 cars to date, as compared with 1,200 a year ago.

"Michigan has gained back some of her old markets. Distribution of potatoes has been quite heavy to points formerly supplied in Indiana, Kentucky, Ohio, West Virginia, and also in Michigan.

"The following tabulation shows the carlot shipments to certain cities this season to date, as compared with receipts in those markets all of last season:

Destination	1931-32 to date	1930-31 season	Destination	1931-32 to date	1930-31 season
Charleston, W. Va.	129	38	Indianapolis, Ind.	268	8
Cincinnati, Ohio	217	12	Louisville, Ky.	118	6
Columbus, Ohio	57	35	Terre Haute, Ind.	68	0
Dayton, Ohio	84	7	Vincennes, Ind.	35	0 "
Evansville, Ind.	122	0			

THE REPORT OF POTATO STOCKS ON JANUARY 1, as prepared by Division of Crop and Livestock Estimates, is due for release about Wednesday, Feb. 10.

6b. SEVERE COLD WEATHER STRIKES WISCONSIN

A. M. McDowell writes as follows from Waupaca in a letter dated January 31: It relates to the potato situation:-

"Throughout the past week a light demand was reported by dealers, with a slight decline of prices on Wednesday. By Friday, there was a little better inquiry, probably on account of anticipated colder weather, and prices firmed slightly. Prices to growers were generally 30¢-35¢ bulk per cwt., with a very few stations paying as high as 40¢ for best stock. Demand for seed stock was very light and few sales were reported.

"The first cold weather of the season arrived Friday afternoon, the temperature falling from around 35 degrees at noon to about 10 degrees below zero by midnight. The minimum reached at Waupaca was 12 degrees below. Antigo and Stevens Point reported about 15 degrees below, and in the Rice Lake section temperatures were 20 degrees below and colder. With temperatures below zero all day Saturday, deliveries by growers were out of the question. Trading was also at a standstill. Although there was some inquiry, dealers refused to confirm cars at prices offered, as the continuation of cold weather would make heater service necessary, which in most cases adds 3½¢ to the freight rate. As the latest weather forecasts indicate abnormally cold weather until the middle of the coming week, it is probable that both shipments and sales will be rather light for several days."

7b. IDAHO POTATO PRICES AND MOVEMENT LOW

P. G. Risser sent the following information from Idaho Falls in a letter of January 29:-

"Prices on Idaho Russets, U.S. No. 1's, were a little lower as the month of January came to a close. But this was not because of abnormally heavy shipments. Both of the major late-shipping districts have moved considerably fewer cars to date than last year, and January shipments were held down by unfavorable hauling conditions and light supplies in storage at shipping points in the upper Valley. Alternating periods of low temperatures and drifted roads have interfered seriously in this section of the State with delivery of stocks from farm cellars. Brief periods, which have permitted hauling, resulted in a temporary increase in shipments, but a large proportion of the heavier output at these times consisted of cars representing previous sales. The Twin Falls-Burley section has generally been moving its crop more freely during January, having had much less difficulty in hauling. However, the condition of the market has not favored liberal shipments, and the latter section is even farther behind last season's movement to date than is the upper Valley. The new State grade for Idaho Russets has not been used, so far as is generally known."

8b. AN EXPERIMENT IN COLORING APPLES UNDER ELECTRIC LIGHT

Substituting a 1,500 watt electric lamp for the sun, L. R. Streeter and G. W. Pearce, chemists at the State Experiment Station at Geneva, New York, have succeeded in coloring McIntosh apples as completely as though the fruit had developed under favorable natural conditions. The achievement is regarded as a useful laboratory method for studying the development of color in fruit.

9b. MYSTERIOUS BLAST KNOCKS OUT WINDOWS IN OUR KANSAS CITY OFFICE

The following letter of January 29 (last Friday) was received from R. E. Corbin, in charge of the Kansas City market-news office:-

"After wiring you yesterday morning about the blast which knocked out all our windows, we got some covering over the windows in the room where Miss Nesbit and Mr. Siegmund work and, as the temperature outside was very mild, we managed to get through with our daily report in fairly good shape. This morning, however, the temperature has dropped to 15 or 18 degrees above zero, and our thin window coverings do not keep out much of the cold, for the wind is strong. We are doing the best we can under the circumstances, and will issue almost a complete report.

"I am enclosing clippings of the blast, which was directly across the street from our office. The last photograph was taken from the window right behind my desk."

Accompanying this letter were newspaper pictures, showing the complete destruction of the one-story building at 708½-712 Walnut Street, just opposite the Railway Exchange Building in which our offices are located. The newspaper story says that some 2,000 downtown windows were shattered by the force of the explosion, the glass damage alone running into tens of thousands of dollars. The owner of the building which was destroyed by the blast and the subsequent fire was out of the city at the time, and the cause of the explosion had not yet been determined.

10b. RECENT CROP NOTES ON FLORIDA STRAWBERRIES

R. M. Peterson wrote as follows from Plant City in a letter of February 1:-

"The strawberry movement is expected to be somewhat lighter this week, possibly 150 cars as compared with last week's shipments of 173 cars. Recent showers give promise of a slightly heavier movement next week, instead of a further decrease which was expected. There will be no heavy movement of berries from this section, unless the rainfall increases considerably.

"Webster, lying about 50 miles north of Plant City, has shipped several cars of berries and expects to load three cars this week. The Starke-Lawtey section has been shipping small lots for sometime and may get into the carlot movement this week, but acreage is light and it is doubtful if they will load more than an occasional car until much later in the season.

"Shipping-point prices showed some improvement last week, and the market is firm this morning. The berries are somewhat smaller, but there are fewer overripe berries and present shipments should arrive in better condition."

11b. HEAVY MOVEMENT OF MAINE POTATOES BY BOAT

"We have mentioned the movement of potatoes via boat from Searsport, Maine, to Atlantic and Gulf Coast cities several times during the last few months, and it is surprising how this business has grown during the present season from nothing in previous years. The Presque Isle report shows that 4,614 cars of Maine potatoes had moved in a carlot way to this port by January 22, and this figure has probably been augmented considerably by the truck movement from central Maine." (from Tabb Potato Service, January 29)

- See also item 15b on page 75 -

12b. WESTERN NEW YORK CROP AND MARKET NOTES

The following excerpts are from the weekly report of R. L. Sutton, at the Rochester office. His letter was dated February 2:-

"Cabbage loadings have shown a decided decrease. If the volume of movement this season should even equal that of last season's carlot shipments, there remain over 1,100 cars yet to roll. Loss from shrinkage and other causes is greater this season, but the estimate of production for all cabbage in this State for 1931 is greater than that of 1930. The market at shipping points has remained dull. F.o.b. transactions were limited in number, with dealers generally reporting it difficult to find outlets.

"The carrot market was strengthening. With supplies rather light and stocks mostly confined in dealers' hands, quotations were being advanced all around. At the close of the week, a few sales of rough stock in 100-pound sacks reached $1.75 f.o.b. Washed carrots reached $1.10 in bushel baskets yesterday. The prevailing range per bushel of washed stock was 90¢-$1.00. Even with the shorter supplies commonly reported from all parts of this territory, the carlot movement this season has exceeded that of last.

"Operators have reported no particular activity in onions during recent days. Sellers at shipping point are generally trying to maintain f.o.b. prices at existing levels, with a few holding for higher prices. Daily shipments were light, averaging less than 10 cars.

"Forwardings of apples have been more frequent during the period covered by this report. Cars billed for export were more in evidence, and of the cars going into New York City proper it is believed that a part are to be loaded into ships. The price obtainable at shipping point for Baldwins has not shown any definite advance. It is noticeable this season that more and more business is being done on a delivered basis. In this manner the buyer has the advantage of avoiding losses or depreciation occurring in transit.

"The recent tendencies in f.o.b. potato trading have been for the development of a slightly better market. During several days, trading was rather active and, although a price-advance was not actually discernible, a larger volume of business was being transacted. Reports from dealers indicate that the prevailing price being paid to growers is 25¢ bulk per bushel. There are a few stations in the commercial producing area where as much as 30¢ is being paid for U.S. No. 1 stock.

"The first real snow of the winter reached Rochester on Sunday, January 31, temperatures dropped to 15 degrees and the amount of snowfall was of sufficient importance to cause the city to employ 500 extra workmen to clear the streets. A continuation of real winter weather will serve as an asset to the shippers of fruits and vegetables."

13b. RECENT NEWS ON FLORIDA BEANS, PEPPERS AND TOMATOES

The following report of February 2 came from J. B. Owens, in charge of the field station at Pompano:-

"Shipments of snap beans from south Florida for the week of January 24-30 were about 15% less than for the previous week, and indications are that this reduced movement will continue for another week or two. This slight reduction in shipments is caused by the favorable weather conditions which allowed the plants to mature earlier than anticipated, thereby upsetting the usual sequence of time between planting and harvesting dates.

"Quality of beans from the Pompano section is very good, but the quality in the Lake Okeechobee section is variable, with most shipments falling into the fair to ordinary class. Recent strong winds have done much to lower the quality from both sections during the past few days.

"The f.o.b. market has shown daily improvement during the past week, but much of the recent advances is attributed to speculative buying, based on the possibility of lighter shipments in the near future and the decrease in percentage of good quality stock.

"The anticipated increase in pepper shipments has not as yet materialized, and it now looks as if the movement will continue light for another week. The decline in price during the past week is largely responsible for this, as many growers are delaying picking as long as possible. The very warm weather which has prevailed throughout the season has increased the damage from aphids and in many instances, particularly on weak land, is resulting in much damage by causing the bloom to drop. If this infestation continues, the movement no doubt will be light for the remainder of the season.

"Quality of the tomato shipments now going out is quite variable, and most of the stock would be classed as fair to ordinary. From all reports, the movement will continue at the present rate for about three weeks and then the spring crop will begin to move. The f.o.b. market has shown very little change during the past week. Demand has been very good for the best stock, but off-grade stock is meeting with a slow demand and much stock of this nature is being consigned."

14b. BETTER MARKET SITUATION FOR FLORIDA CELERY

B. E. Surry sent the following report from Sanford on February 1:-

"Better wire inquiry and considerably more buying activity for Florida celery occurred at shipping points last week. Shipments continued light and there was some improvement in quality of loadings, although quality in the fields was no better. Many growers, whose fields were running heavily to small sizes or were of poor to ordinary quality, did not cut during the week. Shippers and growers have been hoping for rain, along with cooler weather. While practically all fields are sub-irrigated with tile, good quality cannot be produced throughout the season without a certain amount of rainfall.

"Although practically all cars of good quality were sold at shipping point, a majority of shipments rolled unsold. There was a fairly good demand for 3-4 dozens at $1.75-$1.85 per crate, but it was often difficult to dispose of 6's and 8's at a discount of 50¢-75¢. The movement of 10's was limited to only an occasional sale."

15b. BOAT SHIPMENTS OF MAINE POTATOES GOING SOUTHWARD

"On January 25 a total of 231 cars of potatoes were rebilled from Searsport as follows: Baltimore 43 cars, Jacksonville 23 cars, Norfolk 46 cars, Miami 21 cars, New Orleans 22 cars, and Houston 76 cars. Also on Monday of this week (Jan. 25) there were two steamers taking on cargoes at the B. & A. Pier at Searsport and four other steamers out in the stream waiting for berths. These six boats were expected to take out about 1,000 carloads." (from Tabb Potato Service, January 29)

16b. MAKE WEATHER REPORTS MORE DEFINITE (Code Changes)

Effective February 12, the following changes are to be made on the "B" (Weather) page of the code:

Make #BAJ Rained during _____ night
#BAK Rained all _____ night
#BEJ Snowed during _____ night
#BEK Snowed all _____ night
#BET Light frost _____ night
#BEV Heavy frost _____ night
#BEW Light freeze _____ night
#BEX Severe freeze _____ night

Follow with day of week to be inserted.

As f.o.b. reports are not issued until the following day, the period covered by such weather reports has not been definitely indicated. Thus, in an f.o.b. of Tuesday, published on Wednesday, the reader might have assumed that the weather report referred to Tuesday night rather than Monday night.

17b. GOOD QUALITY LETTUCE FROM IMPERIAL VALLEY

A. E. Prugh submitted the following report in a letter of January 31 from Brawley, California:-

"Imperial Valley has been shipping the best lettuce in the history of its production. Solidity has been so good that it seemed more like cabbage than lettuce. The likeness to cabbage applies more noticeably to a new variety named No. 13, which a couple of shippers have developed. It is a pointed type of rich color, and cuts rather yellow and sweet inside. This variety, however, requires a long growing period of 140 days.

"To show the fine quality of lettuce moving,- of the 122 cars inspected Wednesday, 100 graded U.S. No. 1 and 18 cars graded 85%. Since the recent heavy frosts, tips of many leaves are discolored, which requires considerable 'chicken picking' to make the grade. Cold weather has also caused a heavy percentage of small sizes and, toward the end of last week, probably 35% of loadings were 75's. This percentage of six dozens will increase during the next 10 days. One shipper today is loading 81 heads to the crate, in order to make a heavy pack. Probably during the next few days more than half the movement will be sixes. Cold weather should cause the Phoenix spring season to be late and thereby result in a favorable situation during March in Imperial Valley.

"Many shippers have now started to use a crate 1 to 1½ inches narrower, which will enable them to pack border-line fives. A movement is also underway to make this the standard crate, to avert the threatened increase in billing weight, which is now 76 pounds. Hard lettuce this season weighs very heavy.

"Lately, shippers seem to have been loading light toward the end of the week; then increasing on Monday, Tuesday and Wednesday. Shipments have been held down several days on account of heavy frosts preventing cutting until about 11 o'clock. Field temperatures of around 20 degrees were reported for two or three mornings.

"Some think the peak day of the season came on January 27 with 196 cars. While yields have been light, prices have been satisfactory. Very few fours have been packed recently.

"Saturday, January 23, was the low point of the season on f.o.b. cash trading at $1.40-$1.50. This price strengthened to $1.75-$2 by

Saturday, the 30th, with rain threatening on Sunday and prospects of a $2.25 market February 1. Sixes have continued in slow demand at mostly $1-$1.10.

"I have just prepared a telephone directory of shippers, which totals 78,-the largest number ever packing lettuce here. About 60 cash buyers also are here this season.

"The carrot acreage is much lighter this season, about 1,700 acres compared with 4,100 last year. The market is around $2.50 on the few cars moving. Shipments are expected to increase next week.

"First reports of the frost damage to peas were exaggerated. Damage was mostly to those in pod, but only a small percentage was in that stage of development. It will cause the season to be about 10 days late.

"A few cantaloupe leaves under the caps were damaged slightly by the frosts, but it should only make the season later."

18b. ANOTHER SUMMARY DISTRIBUTED

There has just been distributed by the Minneapolis office a new summary on "Marketing Minnesota Potatoes, 1930-31 Season," by R. M. Ferguson and L. C. Tate. Copies can be obtained directly from Minneapolis.

19b. IMPORTANT OBSERVATIONS REGARDING "GOBUN" QUOTATIONS

Several questions have recently been raised concerning the correct method of quoting on the "GOBUN" basis:- "Carloads f.o.b. shipping point (based on delivered sales less all transportation charges)." It appears that some members of the potato trade had not noted the change from the former basis of "freight only deducted," and have insisted that in furnishing f.o.b. information they should deduct freight only from their delivered sales, instead of all transportation charges. As now quoted, "GOBUN" represents the delivered-sale price, less freight and all other transportation costs incurred, such as heater or refrigeration, car rental, etc., although not such items as demurrage. If any doubt seems to exist on this point, it may be well to publish an appropriate notice, particularly in connection with the potato f.o.b.'s.

The question also has been raised as to whether brokerage should be deducted in arriving at a "GOBUN" price. Brokerage should not be deducted from the delivered-sale price, neither shipping-point nor receiving-point brokerage. From the standpoint of the "GOBUN" quotation, it is immaterial whether one or more commissions or brokerage fees have entered into the transaction, either at shipping point or receiving market. There would be no more reason for deducting brokerage charges than other selling costs, such as telegraphic or telephone toll charges. When quoted on a "GOBUN" basis, we specifically state that the price represents the delivered sale less all transportation charges, but less transportation charges only.

It has been noted that some offices have not quoted in full, on the mimeographed reports, the phrase: "Carloads f.o.b. shipping point (based on delivered sales less all transportation charges)." While this is somewhat long and cumbersome, it should be published in full, as otherwise the basis of the quotation will be changed.

B. C. BOREE,
Specialist in Market News

REGULATORY ACTIVITIES

1e. ANOTHER IMPORTANT AMENDMENT TO RULES AND REGULATIONS UNDER P.A.C. ACT

The Secretary of Agriculture has approved, effective January 23, 1932, an amendment to the Rules and Regulations for carrying out the provisions of the Perishable Agricultural Commodities Act of 1930.

This latest amendment changes Regulation 7, Section 1, paragraph 12, known as the Shortened Procedure Regulation, by providing that cases may be considered under this regulation when the amount of damages is not in excess of $2,000, instead of $1,000 as has been the rule. The new regulation provides also that the file in the case, assembled by the Bureau of Agricultural Economics in connection with its preliminary investigation, may be considered by the Secretary in connection with the sworn statements of facts submitted by both parties. It also provides that, if either party feels that the explanation which he has already made to the Bureau is sufficient and desires to waive the making of a further statement, he may do so.

The object of the amended regulation is to make easier the use of the shortened procedure. The trade has already shown some disposition to take advantage of this method, and it is hoped that this simplification will cause even a greater number to ask that their cases be handled in this manner.

2e. FIRST CASE DECIDED UNDER SHORTENED PROCEDURE IN P.A.C. ACT

The Secretary of Agriculture, acting in the first case decided under the shortened procedure provided in connection with the Perishable Agricultural Commodities Act, has issued an order requiring Andrew Amicon, of Dayton, Ohio, operating under the name and style of Andrew Amicon & Co., to pay $138.10 to the American Fruit Growers, Inc., of Pittsburgh, Pa.

The American Fruit Growers, Inc., on or about September 12, 1930, sold Amicon a car of U.S. No. 1 Jonathan apples, f.o.b. shipping point. The apples were inspected by an inspector of the United States Department of Agriculture, who found that, while they were stamped as U.S. No. 1, they actually graded a combination of U.S. Fancy and U.S. No. 1. Upon arrival of the apples at Dayton, Ohio, Amicon refused to accept them, claiming that he bought Maryland apples to be shipped from Cumberland, Maryland, whereas these apples were from West Virginia. The confirmation of sale called for the apples to be shipped from Cohill, Maryland. The apples were produced at Spring Gap Orchard, immediately south of the Potomac River in West Virginia, approximately 25 miles from Cohill, Maryland. The apples actually were shipped from Little Cacapon, W. Va., which is the nearest loading station to Cohill. The Secretary decided that the apples in question, while produced at a point of about 25 miles distant from Cohill, were produced in the same general apple growing territory and that respondent's rejection was without reasonable cause.

Upon Amicon's refusal to accept the car, the American Fruit Growers, Inc. was compelled to find another pruchaser and the resale of the car occasioned loss and damage in the sum of $129. The Secretary awarded damages against Amicon in this amount plus interest, making a total of $138.10, and directed the Bureau of Agricultural Economics to publish the facts.

Both parties waived a formal hearing and submitted the case in accordance with what is known as the shortened-procedure regulation under the Act.

In his decision, the Secretary expressed the opinion that many pending complaints filed under the Act can advantageously be submitted in accordance with this regulation. This applies particularly to cases in which the principal questions in dispute are those of statutory or contract construction or where there is little or no dispute as to the facts. In such cases, nothing can be gained by the parties demanding a formal hearing, especially as such hearings subject the parties to greater inconvenience and cost. The Secretary especially recommends shortened procedure for use where the amounts disputed are relatively small or where the issues are largely those of law, as distinguished from serious disputes as to facts.

3e. PROVIDENCE FIRM AWARDED DAMAGES UNDER P.A.C. ACT

The Secretary of Agriculture, acting under the Perishable Agricultural Commodities Act, has issued an order requiring W. H. Martin, of Bangor, Maine, to pay $93.28 to the United Fruit Stores, Inc., at Providence, R. I.

The United Fruit Stores, Inc., in December, 1930, bought from Martin a car of U.S. No. 1 potatoes at $1.70 per cwt. delivered. When the car arrived, the United Fruit Stores had it inspected by a Federal inspector, who found that it did not meet the requirements for U.S. No. 1 grade, whereupon Martin shipped another car which was also inspected and rejected as not meeting the grade requirements. The potatoes in both cars were resold by Martin, who claimed that he received for them the highest market price in Providence. Martin expressed the opinion that, if the potatoes had not been first class in every respect, he probably could not have topped the Providence market on resale.

Samuel Shore, testifying for the United Fruit Stores, stated that it was necessary for him to purchase a satisfactory car of potatoes on the open market to meet the demands of his patrons and that, in order to do this, he purchased 400 sacks at $1.90 per 100 pounds delivered, thereby sustaining damages in the sum of $80, which was the difference between the price paid and that which he was to have paid Martin. He also claimed damages in the amount of the cost of the two inspections at $4 each.

The Secretary takes the position that, while statements in an official inspection certificate are not conclusive and may be rebutted by convincing proof that such statements are incorrect, such proof is lacking in this case. Martin's statement that the two rejected cars were resold at top market prices does not destroy the presumed accuracy of the inspection certificates, in the absence of details concerning the kind and grades of potatoes offered and actual prices paid at Providence on the same day that the potatoes in question were resold at that market. The Secretary feels that the record sustains the United Fruit Stores' allegation and that the damages claimed should be awarded. The Secretary further states that the cost of inspections secured by the United Fruit Stores should be included in the items of damages, because, if the potatoes had complied with the contract, it would not have been necessary for the United Fruit Stores to secure inspections on the two cars. The Secretary therefore issued a reparation order in the sum of $88 plus interest, making in all the sum of $93.28, and further ordered that the facts be published by the Bureau of Agricultural Economics.

F. G. ROBB,
In Charge, Regulatory Branch.

INSPECTION SERVICE

1c. REPORT OF WEST VIRGINIA INSPECTIONS THIS SEASON THROUGH DECEMBER

J. J. Gardner, Supervising Inspector for West Virginia, submitted the following interesting report from the Pittsburgh office on January 25. It covers the shipping-point inspections in West Virginia through December:-

APPLE INSPECTIONS

	Barrel Apples	Basket Apples	Boxed Apples	Bulk Stock	Barrels & Bskts.	Total
U.S. No. 1.....	2,440	1,066	-	-	1	3,507
Not U.S. No. 1.....	36	44	-	-	-	80
U. S. Utility.....	335	135	-	46	1	517
Not U.S. Utility....	22	6	-	4	-	32
U.S. Commercial.....	86	14	-	-	-	100
Part in and part out	24	9	-	-	-	33
Unclassified.....	20	9	-	3	-	32
Fancy.....	17	13	2	-	-	32
Not Fancy.....	4	-	-	-	-	4
U.S. Hail.....	22	4	-	-	-	26
	3,006	1,300	2	53	2	4,363

One car of barreled apples and two cars of basket stock were also inspected for condition, making a total of 4,366 cars.

OTHER PRODUCTS INSPECTED

	Potatoes	Peaches	Pears (bbls.)	Pears (bskts.)
U.S. No. 1.....	107	30	9	1
Not U.S. No. 1.....	5	6	-	-
Part in and part out	-	-	2	-
Unclassified.....	-	-	2	-
	112	36	13	1

Total certificates issued, as shown above:- 4,528 cars.

INSPECTIONS BY MONTHS

	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total to Dec. 31
Apples....	1	22	88	702	2104	1218	231	4,366
Potatoes..	-	7	75	26	4	-	-	112
Peaches...	-	-	21	15	-	-	-	36
Pears.....	-	-	-	7	7	-	-	14
							Total:	4,528

EXPORT FORM CERTIFICATES

Barreled apples..... 2,743 Basket apples..... 66 Total..... 2,809

GROWERS' REPORTS of intentions to plant potatoes indicate a reduction of less than 2% in acreage for the country as a whole, compared with acreage last year. Early States show a decrease of 11%, intermediate States 4%, the 16 surplus-producing late States less than 1%, and other late a 4% increase.

2c. ATTENTION SHIPPING-POINT SUPERVISORS:

Your attention is directed to the many corrections received in the Washington office on shipping-point certificates. In some instances the correction is written on a small slip of paper, with no signature or indication as to where the correction is from.

When mail is opened in this office, it is very easy for these slips to become detached from the certificate. It is suggested that, when corrections are to be made, the State, car number, date and certificate number be given. With this information, corrections can be brought more quickly up to date. It is also highly important that letters regarding corrections should be properly signed.

3c. BANKRUPTCY CLAIMS

When it is learned that a firm on which you have an outstanding account has been declared bankrupt, such accounts should be forwarded to the Washington office for handling. This is done in order to collect all outstanding accounts and submit them to the receiver at one time.

4c. REVISED INSPECTION CIRCULAR ON CITRUS FRUIT

With this D.L., each inspector in a city market will receive a copy of the revised inspection circular on Citrus Fruit. This should be placed in the receiving-point Inspection Handbook, and all copies of the old circular on Citrus Fruit should be destroyed immediately. Please note that the revised circular contains 38 numbered pages and appendixes 1, 2, 3, 4 and 5. This makes a total of 21 sheets of paper. Please examine your copy, to be sure it is complete. If anyone has been overlooked in this distribution, he should ask for a copy from Washington.

5c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from List of Past-Due Accounts:

F. J. Schillinger,	Wabash Ry. Co., St. Louis, Mo.	$1.00
G. A. Carey,	Plant City, Fla.	$4.00
Trulyn Shippers, Inc.,	Weslaco, Texas.	$18.00

The following should be added to List of Past-Due Accounts:

J. B. White & Company,	Boston, Mass.	$12.00

6c. SCORE SHEET FOR THE INSPECTION OF LETTUCE

Attention is called to the enclosure with this D.L., entitled: "Score Sheet for the Inspection of Lettuce," which supersedes the one issued on October 2, 1930, and the instructions in Division Letter of October 10, 1930. There has been no intent to change the instructions regarding methods of inspection, as directed October 2, 1930, but some changes in wording are incorporated to clarify the meaning. In addition, two paragraphs are added to show the procedue to be followed, when decay has developed in transit.

(continued on next page)

CONFUSION seems to exist in the minds of some inspectors as to how to reconcile the fact that a lot with 68% firm to hard heads is allowed to grade U.S. No. 1, when the grade specifies that "not less than 75% of the heads of Iceberg-type lettuce shall be firm and the remainder fairly firm." This confusion may be due to the fact that the grades issued December 1, 1926, stated in the tolerance that no part of the tolerance could be used to reduce the percentage of firm and hard heads specified in the grade. However, the policy was changed with the release of the present grades, when no restrictions were placed on how the tolerance could be used. Accordingly, it is now the policy to use any part of this tolerance to reduce the 75% of hard and firm heads specified, provided that the 3 to 1 ratio is maintained and the total percentage of U.S. No.1 quality equals 91% or more.

R. C. BUTNER,
Supervisor of Inspection

OFFICE NOTES:

The annual meeting of the West Virginia Horticultural Society will be held at Martinsburg next week. On the program Wednesday afternoon, Mr. Sherman will deliver an address on: "Marketing Apples from This Belt."

R. C. Butner and R. R. Pailthorp, of the Washington office, will also go to Martinsburg, W. Va., on Thursday afternoon and attend a special meeting Friday, at which problems of apple standardization, inspection and marketing will be discussed by a limited group of interested persons. This special meeting likewise will be attended by J. J. Gardner, of the Pittsburgh office, who is the Federal Supervising Inspector for West Virginia. Mr. Gardner will discuss particularly the subject of shipping-point inspection.

Robert Bier expects to leave Washington on Monday and make a brief visit to Richmond and points on the Eastern Shore of Virginia, in company of N. W. Broome, of the Virginia staff. They plan to line up the shipping-point inspection work for the coming season on potatoes and beans.

Wm. E. Leigh, who is on a field trip in the interest of standardization work, reached southern Texas on Wednesday.

Paul M. Williams sailed from Baltimore on February 2 for Porto Rico, for the purpose of instructing A. S. Mason in the grading of canned grapefruit. It is understood that a number of the canners on the island desire to have their product graded before it is shipped. It has been agreed that all fees from the work shall be deposited in the United States Treasury until the cost of Mr. Williams' trip to the island is completely offset. Mr. Williams is expected to return to his desk about February 23.

Robert G. Hill expects to leave Washington by Monday on a trip in the interest of the proposed Federal grades for Virginia-type shelled and cleaned peanuts. He will confer with brokers, dealers and large users of peanuts in Pittsburgh, Cincinnati, Cleveland, Chicago and St. Louis.

W. F. Plummer, of the Boston inspection office, and his wife and daughter are confined to their home by attacks of scarlet fever. It may be several weeks before Mr. Plummer can return to duty, according to information brought back from Boston by Mr. Sherman on his recent trip.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 6 February 12, 1932

FRUIT AND VEGETABLE DIVISION LETTER

(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. AMERICA'S FOOD SUPPLIES

Wells A. Sherman, Specialist in Charge, Fruit and Vegetable Division, Bureau of Agricultural Economics, contributed a seven-page article on "Food Supplies and Consumers' Habits" to the December number of Journal of Home Economics. Mr. Sherman opens his article as follows:

"Discussions of America's food supplies are prone to ignore our one absolute assurance against famine--the American corn crop. In no other part of the world is such an enormous available supply of human food diverted to other uses. Our consumption of corn in all forms takes only a few per cent of the annual production. Exports take only about 10%,--domestic animals and poultry eat the rest. The diversion of one-fifth of our average annual crop to direct human use would more than double our present per-capita consumption of cereals. Should there ever be a pressure of population upon food supplies in America, even this amount could easily be doubled without serious consequences to our livestock industry.

"Furthermore, we have abundant land outside of the Corn Belt upon which to produce the fruits, the vegetables, and the dairy products to balance an increased consumption of corn. The fact that there is no per-capita increase in the consumption of potatoes and cereals in the United States, but rather an apparent decrease, is one of the most convincing proofs of that general prosperity which the country has enjoyed for many years and of the ability of our people to buy what they like to eat, or what they think would be good for them to eat. American food habits have not been developed as a result of necessity but are matters of choice or fancy. Therefore, our food supplies have not been produced to supply human needs so much as to supply human fancy."- (from the Daily Digest, U.S.D.A., Washington)

2a. FLORIDA GRAPEFRUIT PRICES DECLINING

H. F. Willson included the following brief report in a letter of February 8 from Winter Haven:-

"Beginning with the week of Dec. 28-Jan. 2 and up until the present date, the weekly average for Florida grapefruit on the principal auction markets has shown a consistent decline. The average price per box for the successive weeks is shown below:

Week ending	Average	Week ending	Average
January 2	$2.30	January 23	$2.05
" 9	2.25	" 30	2.00
" 16	2.10	February 6	1.90"

MARKET NEWS SERVICE

1b. NORTHWESTERN MARKET NOTES

T. R. Hall, of the Seattle office, included the following comments in a Northwestern Review, issued late last week:-

"The Yakima Valley potato market continues in a highly unsatisfactory position. Total carlot movement from Washington during the past seven-day period was less than 100 cars, and a fair number of these were consigned. Estimates of holdings yet remaining in primary storages range from 35% to 50% of the estimated production.

"Yakima Valley's 1931 crop of onions is thought to be pretty nearly cleaned up, though an occasional car is yet available. Oregon is reported to have around 200 cars, largely in growers' hands. A few sales by growers are being consummated on the basis of $4 per cwt., plus bags and hauling. Preliminary plans by eastern Washington growers point to a slightly larger acreage of onions for 1932.

"Western Washington rhubarb movement has shown some improvement the past week. Shipments range from one to three cars daily. Shippers are quoting Extra Fancy stock at $1-$1.05, Fancy at 80¢, and Choice at 60¢ per 15-pound box."

2b. MAINE POTATO PRICES DECLINE

The following information came from V. H. Nicholson, of the Presque Isle office, in a letter of February 6:-

"The market for Maine potatoes has been very dull, and there has been a weaker tendency the last two days. Yesterday the street market weakened to mostly 50¢ bulk per barrel, with some stock moving at 45¢. Growers in the northern part of the county, around Fort Kent and in the St. John River Valley, are getting only 40¢-45¢ for their stock. However, the freight rates from that section are a few cents higher than from the central part of the county.

"As a result of the slow demand and the lower prices, shipments have dropped off considerably. It now appears that total shipments from Maine for the week will probably amount to 1,050 cars. During the first week in February last season, movement of Maine stock amounted to over 1,350 cars. Shipments are now lagging about 6,800 cars behind those to the corresponding date last season.

"The demand for seed stock has been comparatively light all season. Movement of certified Cobblers has been mostly stock that was sold early in the season, although there are a few recent sales at about $1-$1.10 per 11-peck bag, f.o.b. northern Maine points. Selected Cobblers in 11-peck bags have been selling at a discount of about 20¢ from the above price, with 10-peck bags bringing 70¢-85¢. Considerable selected seed stock has been going to the Carolinas and Virginia, but the movement apparently is not so heavy as last season."

3b. A SUMMARY OF NEW JERSEY 1931 POTATO SEASON

The State Bureau of Markets at Trenton has published a 36-paged mimeographed summary of the New Jersey Potato Season, 1931, with a statement regarding the operation of the field office at Hightstown. Authors are Howard C. Hancock and John M. Fenton. Copies can be obtained directly from the Bureau of Markets at Trenton, N.J.

4b. FLORIDA CELERY PRICES ADVANCE

B. E. Surry reported as follows from Sanford, Florida, in a letter of February 8:-

"Very little improvement occurred in the quality of celery cut last week. Pithiness has become a very detrimental factor, along with black-heart and worm injury, and practically all shipments show effects of blight. The best cars have defects ranging from 10% to 20%, only an occasional car meeting U.S. No. 1 requirements.

"Last week's shipments of Florida celery amounted to only 240 cars, compared with 370 for the same period a year ago. Shipments are expected to increase materially this week, with the possibility also of a heavier movement of inferior quality. Owing to light loadings, the f.o.b. market strengthened about the middle of last week and prices advanced 25¢-35¢ per crate of 4-8 dozens. Almost no 10's were shipped, but there has been some agitation for resuming shipments of these small sizes. Wire inquiry and demand have been good, and shippers found no difficulty in disposing of their best cars. Many inferior cars have been rolled unsold for consignment, price arrival, or delivered sales.

"Various estimates place the total acreage already cut in this section between 1,000 and 1,200 acres, and, with shipments amounting to only 1,021 cars to date, it appears that the average yield has been one car or less to the acre.

"A survey of the trucking out of the Sanford section shows that the total movement to date is equivalent to about 20 carloads. Practically all celery trucked out of Sanford is obtained from wash houses, and it has been difficult for truckers to obtain the desirable size (4 dozens), since shippers have needed these for carlot sales.

"Local experimental studies on celery mosaic have disclosed the fact that this disease is carried over to the following season by means of the Wild Wandering Jew weed. A few farmers have succeeded in exterminating this weed from their farms, but experiments show that the disease can be carried a considerable distance."

5b. ONIONS IN COLD STORAGE IN NEW YORK CITY

In a recent letter, E. R. Biddle, of the New York City office, reported the equivalent of about 462 carloads of onions, held in cold storage in that market on February 1, as follows:-

100-pound sacks		50-pound sacks	
Yellows	42,247	Yellows	119,315
		Whites	23,752
		Reds	2,286

On the same date in 1929 there were 549 carloads in cold storage; in 1930 about 171 carloads, and in 1931 about 112 carloads.

6b. A CHANGE ON "GOD-GOS" PAGE OF CODE

Effective at once, delete the following from the "GOD-GOS" (Miscellaneous Market Phrases) page:

GODAL carlot sales delivered _____

The second-early acreage of GREEN PEAS intended to be planted in California shows a tremendous increase,- 32,120 acres, compared with 23,150 acres last year.

7b. A BETTER MARKET UNDERTONE FOR TEXAS CABBAGE

The following information came in a letter of February 7 from W. D. Googe, of the Brownsville office:-

"Cabbage shipments from the lower Rio Grande Valley during the past week totaled slightly more than 300 carloads, and the average price to the grower was about $12.50 per ton. Considerable agitation was maintained to keep shipments down until market conditions were better, and at the close of the week there was generally better undertone in the terminals. Continuous warm weather has resulted in a wide range in the quality of cabbage being offered, worms, thrips and aphids having done sufficient damage to make a problem of securing good quality cabbage. Without more cool and misty weather than has prevailed during January, some are predicting that good cabbage will be scarce the balance of the season. The Corpus Christi section has been moving one or more cars daily from the irrigated fields, but the general cabbage movement from that section will not be ready until March.

"Carrots continued to command most interest in the Valley, on account of the good prices they are bringing. Although shipments have more than doubled, the demand continues good and prices have held about steady. Best long stock has returned growers $1-$1.40 per crate of 5 dozen bunches, but dry-land stock, which is usually shorter, may be bought at 85¢-$1 per crate. Beets have held at about the same prices throughout the week. Broccoli is scarce and in much better demand, after a period when it was plentiful and with almost no market value.

"The peak of the citrus movement was probably reached Friday, when 71 cars were shipped. Grapefruit is very draggy, while oranges are in moderate demand. The Valencia crop is just starting.

"A few express shipments of beans have already been forwarded. There are a few early acreages of tomatoes which will be ready before the end of this month, but no carlots are expected before April. Unless killed by frost, the Valley crop of beans and tomatoes may be the largest ever shipped. The potato acreage is lighter, but the plants are making good progress during favorable growing weather."

8b. WISCONSIN POTATO MARKET UNSETTLED

The following information came from A. M. McDowell, of the Waupaca office, in a letter dated February 7:-

"With sub-zero weather during the early part of the past week, haulings were very light and few cars of potatoes were sold. By the middle of the week, f.o.b. prices ranged between 57¢ and 60¢, compared with around 55¢ per cwt. at the close of the previous week. The price to growers was advanced to 40¢ at a number of stations, and this brought out heavier deliveries. With a decline in carlot prices on Saturday, most dealers were contemplating cutting the growers' back to a top of 35¢ on Monday. A number of 'Ungraded' cars were sold at 48¢-52¢ per cwt.

"There were practically no sales of seed stock, and there was very little inquiry. Movement of seed Cobblers usually begins about this time, but no sales have been reported as yet.

"Movement of potatoes by truck was greatly reduced by the cold weather and, as a result, billings of cars to points within the State were heavier for several weeks. Most of the shipments are going to Chicago and other Illinois points and to St. Louis. The remainder are largely to the southeastern States, principally Kentucky and Tennessee, with a few scattered cars to points in Iowa and Missouri."

B. C. BOREE, Specialist in Market News

TEMPORARY FIELD STATIONS OF MARKET NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N. Y.** D-310 Triangle Bldg.	837	R. L. Sutton	Pears*	Sept. 2	Oct. 27*
			Onions	Sept. 2	April 9
			Carrots	Sept. 2	May 21
			Cabbage	Sept. 2	March 26
			Celery*	Sept. 2	Jan. 14*
			Apples	Sept. 8	May 21
			Peaches*	Sept. 10	Oct. 3*
			Grapes*	Sept. 23	Nov. 7*
			Potatoes	Oct. 5	May 21
PRESQUE ISLE, ME.** Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 10	April 30
WAUPACA, WIS.** Court House	894	A. M. McDowell	Potatoes	Sept. 15	March 26
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 17	May 7
BROWNSVILLE, TEXAS ** Chamber of Commerce	931	W. D. Googe	Citrus	Oct. 15	March 31
			Vegetables	Dec. 7	June 1
WINTER HAVEN, FLA.** DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.** 412 P. O. Bldg.	895	R. E. Keller	Apples*	Oct. 30	Dec. 12*
			Onions	Oct. 31	April 2
			Potatoes	Oct. 31	May 14
POMPANO, FLA.** Walton Hotel	937	J. B. Owens	Beans	Jan. 6	April 15
			Peppers	Jan. 6	April 15
			Tomatoes	Jan. 28	April 15
SANFORD, FLA.** City Hall Bldg.	910	B. E. Surry	Celery	Jan. 11	April 16
PLANT CITY, FLA.** Hotel Plant	850	R. M. Peterson	Stbr.	Jan. 18	April 9
BRAWLEY, CALIF.** Planters Hotel Bldg.	933	A. E. Prugh	Lettuce	Jan. 25	March 12

** State cooperating * Reports discontinued

W. F. Cox in San Francisco H. E. Rutland at Brooksville, Fla.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

INSPECTION SERVICE

1c. DETAILED REPORT ON SIZE ESPECIALLY IMPORTANT IN SOME CASES

A recent transaction illustrates the necessity for giving more detailed information regarding size of some products. A dealer purchased a car of potatoes on the basis of shipping-point inspection that stated "50% over 8 ounces." When the car arrived at destination, appeal inspection was requested and it was found that the percentage of potatoes over 8 ounces varied widely in different sacks. In one end of the car most sacks showed 30% over 8 ounces, while in the other end some sacks ran as high as 80% over 8 ounces. As the average for the car was 50%, the shipping-point certificate was sustained. The receiver advised, however, that if the shipping-point certificate had indicated this wide range of size in various sacks he would not have been interested in purchasing the car.

For this reason, it is important to show the range at shipping point in the same way that it is shown in receiving markets. Stating the average size does not always give sufficient information in this connection. Supervisors are instructed to advise all shipping-point inspectors to state the range of size, in addition to average. For example: "Ranging from 40% in some sacks to 75% in others, averaging approximately 50% over 8 ounces" or "Averaging approximately 40% over 2 inches in diameter." This applies especially to potatoes and onions in reporting percentages of stock over a certain weight or a certain diameter.

2c. BANKRUPTCY NOTICE

We have been advised that Cerniglia Brothers, Atlanta, Ga., have been declared in bankruptcy. Any unpaid bills against this concern should be forwarded to Washington for collection.

3c. JANUARY INSPECTIONS IN CALIFORNIA

California Inspectors' Notes, dated February 5, included the following report on shipping-point inspections in that State during January:-

The total amounted to 3,488 inspections, and the leading districts were- El Centro-Brawley 1,848, Los Angeles 413, San Diego 306, Santa Maria 286, Hayward 220, San Jose 140, San Francisco 111 (including 60 shipside inspections) and San Bernardino 110.

4c. IMPERIAL VALLEY LETTUCE INSPECTIONS

"In Imperial Valley a high percentage of the lettuce shipments has been inspected this year, as was the case last season. Shipments have been lighter and more erratic, making it difficult to figure personnel needs. The quality has been good, but is now declining. Freezing temperatures are causing considerable damage, and other defects are beginning to take their toll." - (Calif. Inspectors' Notes, Feb. 5)

Probable acreage of CANTALOUPES and miscellaneous melons in Imperial Valley this year is 50,000, as against 51,640 acres last season.

5c. ANNUAL REPORT OF INSPECTION WORK IN CALIFORNIA

Please refer again to Par. 9c on page 52 of the D. L. for January 22 and Par. 5c on page 64 of D. L. for January 29, 1932.

Those tabulations relating to shipping-point inspections in the State of California during the last several seasons were abstracts from the annual report of W. F. Allewelt, Chief, Bureau of Shipping-Point Inspection, who is a cooperative employee of the U. S. Department of Agriculture, with headquarters at Sacramento.

It will be noted that 48,366 inspections were made during the calendar year 1931, or just about as many as in 1929 but about 5,150 less than in 1930. Mr. Allewelt's annual report mentions the fact that cooperative shipping-point inspection work has been conducted in California continuously since July, 1920. A comparison of inspections on the basis of important products during the last three years is given below:

	1929	1930	1931
Grapes	27,151	22,848	13,497
Lettuce	4,908	5,675	9,889
Cauliflower	1,891	2,234	4,016
Celery	1,721	3,335	3,327
Apples	3,049	3,616	2,768
Pears	1,556	2,882	2,559
Tomatoes	1,977	2,624	2,207
Carrots	1,891	2,442	1,926
Onions	1,691	1,114	1,779
Peas	427	1,267	1,442
Potatoes	899	1,662	1,115
Oranges	533	182	1,071
Others	712	3,633	2,770
TOTALS	48,406	53,514	48,366

Permanent inspection offices were maintained during the year at five points in California, with temporary offices in 25 other shipping sections of the State. A maximum of 100 inspectors was employed during the year, but the average number for the year is much smaller than that figure.

A new line of work for which arrangements were made during 1931 is dried-fruit certification. To quote Mr. Allewelt's own words regarding this phase of the service:-

"At the insistent demand of producers of dried fruits, arrangements were made for the inauguration of work in the grading and certification of dried-fruit products. This work has been carried on by a specialist, in close cooperation with the Division of Fruit Products of the College of Agriculture, which had done considerable work in connection with quality standards for dried prunes. Numerous conferences were held, and a number of meetings in various districts, with growers and others interested in this work. A preliminary basis has been worked out, to apply on certification when requested, and studies are being carried on, in order to develop a satisfactory basis for official State grades. The inspection and certification is an optional service, available upon request. Fees are charged for this work, since the arrangements made provided that it would be conducted on a self-supporting basis."

Six second-early CABBAGE States have 10,400 acres this year, compared with 13,300 acres in 1931. Early States showed a similar reduction.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1347, San Juan, P. R.	Citrus	April 1	March 1
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	April 1
VIRGINIA:	T. W. Ayres, 211 Park Place, University, Va.	Apples	Sept. 14	March 15
MAINE:	G. Ray Warren, Caribou, Maine	Potatoes	Sept. 14	April 1
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	May 15 May 15
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Citrus Vegetables	Sept. 20 Nov. 15	March 15 March 15
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican tomatoes	Dec. 1	May 1

REPORTS on North Dakota potatoes can be obtained from R. C. Hastings, State College Station, Fargo, N. D.

Rosanne Amberson, writing on "A Forward Step in Frozen Fruits" in The Forecast for February, says: "Frozen fruit pulps--frozen oranges slices, grapefruit hearts and frozen pineapple slices--a variety of frozen fruit juices--within a year the homemaker may confidently look for these new additions to the frozen foods family. Yes, this business of successfully freezing foods moves on apace. And not only do modern refrigeration processes promise us an endless variety of finely flavored foods the year round, but they are actually saving thousands of dollars worth of raw materials which might otherwise go to waste. Frozen fruit pulps are a concrete example of scientific conservation....Naturally the saving of ripe fruit represents real money to both fruit grower and canner. It also means more and better flavored fruit for the customer, and here is quite an important point."

6c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from List of Past-Due Accounts:

Palmer C. Olson,	St. Ansgar, Iowa	$4.00
Bateman Fruit Exchange,	Macon, Ga.	$5.00

The following should be added to List of Past-Due Accounts:

Cerniglia Brothers,	Atlanta, Ga.	$4.00
Seaboard Air Line,	Atlanta, Ga.	$4.00
V.F. Powell & Sons, Inc.,	Boise, Idaho	$1.00
Max Gold,	Bridgeport, Conn.	$12.02
Benham & Company,	Queen & Crescent Bldg., New Orleans, La.	$4.00
Gledhill & Putnam,	Avoca, N. Y.	$8.40
Alabama Food & Produce Co.,	Mobile, Ala.	$4.00

R. C. BUTNER,
Specialist in Inspection

STANDARDIZATION AND RESEARCH

1d. SUGGESTED STANDARDS FOR SWEET CORN FOR CANNING

With this D. L., each inspector will receive a copy of the Suggested U. S. Standards for Sweet Corn for Canning (1932).

These grades are suggested for experimental use under commercial conditions. They are not recommended for general use at this time, but it is hoped that they will be used in an experimental way in order to determine whether or not changes are necessary.

R. R. PAILTHORP,
Specialist in Standardization

OFFICE NOTES:

W. A. Hilgeson, who has been serving as Federal Supervising Inspector at Wenatchee, Washington, since the early part of August, will complete that work by the end of this week. He expects to return to Chicago and assist in that market for some weeks, in addition to handling relief work in other terminal markets.

R. B. Landrum, in charge of the Tulsa inspection office, was at Fayetteville, Ark., on Thursday, attending a meeting of canners at the State College of Agriculture. He explained and demonstrated the Federal grading service on canned fruits and vegetables.

A. S. Mason, Supervising Inspector in Porto Rico, has changed his office address from Room 402 to Room 419 in the Ochoa Bldg., San Juan. His P. O. Box remains No. 1347. The change in office location was due to a consolidation of office space for the Porto Rican Fruit Growers Improvement Committee, the Porto Rico Fruit Exchange, and the Fruit Growers Cooperative Credit Association.

Please note for official purposes the title which Mr. Butner is now using, as shown after his name on page 89 of this D. L.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 7 February 19, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. BRITISH TARIFF ON HORTICULTURAL PRODUCTS

Below are quoted parts of a cable from F. A. Motz, of the London office, received under date of February 13 and relating to the new British tariff:

"All horticultural products subject to 10% tariff March 1. Present plan is to base value of goods on c.i.f. prices plus landing charges, or value clear of customs. If unworkable, possible package or weight basis will be adopted. Committee importers meeting with Customs and British Ministry of Agriculture and Fisheries next week, seeking to defer duty until April 1. If unsuccessful, to have supplies afloat entered free. Bill quite elastic and permits increase up to 100%. Trade holds opinion 10% reasonable, but fears that seasonal increase may make imports prohibitive."

2a. FEBRUARY REPORT OF APPLES IN COLD STORAGE

Last Saturday, the following report on cold-storage holdings of apples for February 1 was released in Washington:

	Barrels	Boxes	Baskets
February 1, 1932:	1,320,000	11,760,000	7,685,000
February 1, 1931:	834,000	15,347,000	4,462,000
Five-year avg.:	1,654,000	11,626,000	5,206,000

Total holdings under refrigeration were equivalent to 7,802,000 barrels, or 5% more than on February 1, 1931, and 18% above the five-year average figure for this month. Holdings in barrels were 58% heavier than a year ago but 20% below average. Boxes were 23% short of last year's corresponding figure and only 1% above the average for February. About 30% of the boxed apples were still in Pacific Coast storages. The stocks in bushel baskets were 72% greater than those of a year ago and 140% above the five-year average figure.

Reduced to equivalent barrels, the February report is as follows:-

	Apples in barrels	Boxes reduced to barrels	Baskets reduced to barrels
February 1, 1932:	1,320,000	3,920,000	2,562,000
February 1, 1931:	834,000	5,116,000	1,490,000
Five-year avg.:	1,654,000	3,875,000	1,069,000

THE RESPONSIBILITY RESTS ON YOU

It has been found that a few men in the field failed to receive certain issues of the Division Letter and made no complaint regarding this failure until a couple of weeks later. The D.L. is usually mailed on Saturday and, if you fail to receive yours in due time, be sure to ask for a copy.

(Page 91)

3a. NORTHWESTERN APPLE AND PEAR HOLDINGS ON FEBRUARY 1

Mrs. L. B. Gerry, of the Spokane office, submitted the following report in a letter of February 8:-

Storage holdings of northwestern apples on February 1 were as follows:

District	Cold (cars)	Common (cars)
Wenatchee	4,216	1,575
Yakima	5,952	432
Walla Walla-Milton-Freewater	209	-
Spokane	50	76½
Medford	67	-
Hood River	205	-

The following information, showing storage holdings by varieties on February 1, 1932, and comparison with same date in 1931, is confidential:

YAKIMA DISTRICT

	1932 Cold (cars)	1932 Common (cars)	1931 Cold and Common (cars)
Winesaps	3,694	406	3,540
Jonathans	257	-	21
Rome Beautys	1,014	11	896
Delicious	490	-	647
Yellow Newtowns	156	-	355
Spitzenburgs	7	-	23
Arkansas Blacks	192	11	231
Staymans	82	-	38
Black Twigs	22	4	39
W.W. Pearmains	14	-	23
Black Bens & Ganos	4	-	7
Miscellaneous	20	-	36
TOTAL	5,952	432	5,856

WENATCHEE DISTRICT

	1932 Cold	1932 Common	1931 Cold	1931 Common
Winesaps	2,789	943	2,520	624
Jonathans	71	-	-	-
Delicious	631	-	812	2
Spitzenburgs	32	2	27	-
Rome Beautys	331	2	328	3
Staymans	146	21	52	1
Black Bens	16	1	21	3
Yellow Newtowns	65	13	105	38
Winter Bananas	3	-	7	-
W.W. Pearmains	57	3	54	1
Black Twigs	14	4	26	3
Arkansas Blacks	48	53	87	40
Ben Davis	1	2	3	4
Miscellaneous	12	6	7	3
TOTAL	4,216	1,050	4,049	722
Ranch estimate		525		476
GRAND TOTAL		5,791		5,247

Below is a comparison of storage holdings of apples on February 1 for the past six years:

		1932	1931	1930	1929	1928	1927
Wenatchee:	Cold	4,216	4,049	2,969	3,098	2,322	2,064
	Common	1,050	1,199	1,675	1,424	1,211	541
	Ranch	525	-	-	-	-	-
		5,791	5,248	4,644	4,522	3,533	2,605
Yakima:	Cold	5,952	5,710	4,349	4,588	3,722	3,727
	Common	432	478	537	209	727	273
		6,384	6,188	4,886	4,797	4,449	4,000

HOLDINGS OF PEARS, FEBRUARY 1:

	WENATCHEE		YAKIMA	
	1932 (cars)	1931 (cars)	1932 (cars)	1931 (cars)
De Anjous	22	16	38	130
Flemish Beautys	-	1	-	-
B. Easters	9½	7	-	-
Winter Nelis	6	3	102	271
Boscs	-	8	8	11
Others	-	5	6	14
	37½	45	152	426

There were in the Medford district 148 cars of pears, and in storage at Hood River about 14 cars of pears.

4a. COMPLETE SETS OF P.A.C. ACT DECISIONS SENT TO ALL WHO REQUESTED THEM

A large number of employees outside of Washington requested that they be furnished copies of the complete reports of Secretary's decisions under the P.A.C. Act. These pamphlets are numbered serially as Decisions 1 to 21. Complete sets have now been mailed to those employees who asked for them. It will be advisable to check over the set, and if any numbers (from 1 to 21) are missing they should be requested from the Washington office. Such requests should be marked: "For attention of Miss Winifred Bayne," in Mr. Spilman's office. Requests which have arrived this week will be filled in the near future.

5a. STORAGE HOLDINGS IN STATE OF CALIFORNIA

The following report on storage holdings in California was published by the San Francisco office on February 6:-

TOTAL COLD-STORAGE HOLDINGS IN STATE

Commodity		Jan. 30, 1932	Jan. 15, 1932	Jan. 30, 1931
Apples	(Boxes)	1,328,955	1,511,741	2,304,169
Pears	(Lugs and boxes)	199,306	242,152	252,024
Onions	(Sacks)	136,961	153,019	102,809
Potatoes	(Sacks)	58,623	50,587	215,651

TOTAL PUBLIC WAREHOUSE (Dry-Storage) HOLDINGS

Onions	(Sacks)	393	3,155	24,043
Potatoes	(Sacks)	31,798	17,974	142,720

-MONDAY, FEBRUARY 22, will be observed as a holiday in all offices everywhere.-

MARKET NEWS SERVICE

1b. RECENT NEWS ON MICHIGAN ONIONS AND POTATOES

R. E. Keller wrote as follows from Grand Rapids in a letter of February 13:-

"The present price level for Michigan onions appears now to be about the limit to which values can go, under present offerings. Several very strong operators have been holding for higher prices, but shippers doing a merchandising business both in Michigan and in competing States have found farmers and small shippers willing to sell at the present market.

"Colder weather in February has been a great aid to the condition of onions on hand. Stocks are in such a condition after the mild, warm weather experienced in November, December and January, that any further aggravation of this nature will cause them to shrink heavily from sprouting.

"The potato situation continues very dull and draggy. The price to the farmers has been reduced to 25¢, and they are offering very little stock. Shippers have been loading most of this week from stocks on hand in warehouses. F.o.b. sales have ruled about the same. Michigan potato forwardings now total 4,261 cars, as compared with only 1,345 a year ago and 2,801 cars two years ago. It is evident that, in spite of the large inroads on the tonnage by trucks this season, rail shipments from Michigan will be the largest in the past three years."

2b. SHIPMENT REPORTS FROM COLORADO

The following information came in a letter of February 13 from Bryce Morris, at Denver:-

"With onion shipments from Colorado now slightly over 1,400 cars to date, we anticipate additional movement will range from 50 to 60 cars, if reports from shippers are correct. Western Slope shipments should be very light, probably not over 25 cars. On account of the small remaining supplies of onions in the State, we anticipate closing our special onion report on Friday, February 19.

"It now seems quite evident that San Luis Valley potato shipments will not exceed 2,000 cars. Shipments reached 1,677 cars by Friday night, compared with well over 8,000 cars last year at this time. Movement from the Valley since January 1 has totaled only 143 cars, while last season's shipments totaled 1,217 cars. Forwardings from northern Colorado will continue freely for the next 30 days, provided demand continues normal. Although prices in Western Nebraska were slightly firmer last week, northern Colorado remained steady. Unusually warm weather prevailed over the Western Slope of Colorado up until Thursday night of this week. It is still moderate, with no additional snow."

3b. A SUMMARY ON SOUTHEASTERN ASPARAGUS

"Marketing Georgia and South Carolina Asparagus, 1931 Season," by J. Harold Hoover, has just been distributed from the Atlanta office. Copies of this 10-paged mimeographed summary can be obtained directly from Mr. Hoover, at Atlanta.

4b. SOME IMPROVEMENT IN WISCONSIN POTATO MARKET

A. M. McDowell reported as follows in a letter of February 14 from the Waupaca field station:-

"Prices on Round Whites were slightly firmer this week, as demand picked up in the last few days. Prices to growers were advanced a little and deliveries to warehouses became heavier, except on Friday and Saturday when the weather turned cold and caused most of the back roads to become coated with ice.

"There was somewhat better inquiry on seed potatoes, principally from sections of Mississippi where high water had previously made it doubtful whether potatoes could be planted. Prices on certified Triumphs were mostly around $1.10 and on selected Triumphs 90¢, which is lower than a few weeks ago. Only an occasional car of seed Cobblers has moved to date."

5b. MAINE POTATO PRICES DROP TO A NEW LOW LEVEL

V. H. Nicholson wrote as follows in a letter of February 13 from Presque Isle:

"Carlot shipments of Maine potatoes have been fairly heavy during the past few days, and it now appears as if total movement for the week will approximate 1,500 cars or the heaviest week for some time. Despite the increased movement, however, shipments have been lighter than during the corresponding week last season.

"The market has weakened considerably during the last few days and carlots were selling generally at the equivalent of 38¢-43¢ per cwt. f.o.b. shipping point. Most sales were at the lower figure, and the tendency was toward a lower market. The price to growers has weakened also, and the general price today is probably around [illegible]¢ per barrel measure.

"Seed shipments have been fairly heavy, and the movement of certified stock is only about 10% lighter than a year ago. The movement of Spaulding Rose to Florida has been only six cars lighter than last season, but shipments of certified Cobblers have been considerably lighter than a year ago. The market has weakened during the past few days, and now 10-peck bags of certified Cobblers are selling at 75¢-95¢ f.o.b. shipping point. Selected stock is selling at a discount of about 20¢ per bag from the price for certified seed."

6b. PUBLICITY FOR UNLOADS INFORMATION

Probably all of the offices issuing annual reports of carlot unloads of fruits and vegetables find an extensive use made of this material by the press and other agencies.

J. H. Hoover, of the Atlanta office, has called attention to a two-column article written by a member of the staff of The Atlanta Consitution and published in last Sunday's edition of that paper. It emphasizes the large quantities of produce received in Atlanta market from States other than Georgia. On the editorial page is an editorial on the same subject, entitled: "Our Imported Goods."

Copies of the annual report of Atlanta unloads have been mailed, on request, to practically all parts of the United States, and Mr. Hoover says that requests are still being received.

7b. GOOD PRICES FOR TEXAS VEGETABLES; GRAPEFRUIT SELLING LOW

The following information was received in a letter of February 14 from W. D. Googe, at Brownsville:-

"Generally better prices for lower Rio Grande Valley vegetables have been the feature of the deal during the past week. Cabbage just about doubled in price to the grower, closing Saturday around $25 a ton. Carrots have shown considerable strength, and are now being bought by shippers on an acreage basis. These prices will net the growers from $1 to $2 per crate of 5 dozen bunches in the fields, according to the quality of the carrots and to the success of the grower in driving a bargain. Beets likewise have shown a firmer tendency, and field price per crate ranges 25¢-75¢, mostly around 50¢. Snap beans are moving in a small way in mixed cars. In spite of the low prices reported for Florida stock, the Valley shipments have been returning between $2 and $3 per bushel hamper, f.o.b. cash track.

"The story of citrus is different. Grapefruit is perhaps at the peak movement and is barely bringing packing charges. A number of growers have been selling their fruit on the trees to independent shippers at 30¢-40¢ per 100 pounds, grove-run but with culls out. The demand for oranges keeps them moving at $1.75-$2 per box of popular sizes, f.o.b. usual terms, but the Valley crop of oranges is limited. It is now believed that the disposition of their citrus fruit constitutes a major problem for Valley growers and shippers.

"Favorable weather has prevailed for growing and harvesting. The dry-land areas need rain, without which their crops will begin to suffer within the next few days. The spring crops of snap beans, tomatoes and potatoes are making good progress and, unless set back by cool or wet weather, will be ready for shipment about two weeks earlier than usual."

8b. HEAVY MOVEMENT OF FLORIDA CELERY

The following report came from B. E. Surry, at Sanford, under date of February 15:-

"Shipments of Florida celery last week more than doubled those of the preceding week, totaling 550 cars. Loadings increased gradually until Friday, when 118 cars moved, representing the heaviest shipments to date. Had yields been good, it is the general opinion that 200 cars daily could easily have been moved, from fields gone over. One wash house, normally requiring two cutting crews to keep it operating, now employs six crews; and the continued hot weather has caused growers to push harvesting as much as possible. Hand in hand with light yields, there has occurred a plentiful supply of poor to fair quality celery. The few fields showing large sizes usually resulted in very good yields and good quality.

"Many cars rolled out last week were of quality too poor to quote on an f.o.b. basis. The redeeming feature was a rather wide distribution enjoyed by Florida celery. One day's shipments of about 100 cars went to as many as 50 cities and towns, and inquiry from west of the Mississippi was more common. All but a very few independent shippers have agreed to ban harvesting of 10's for another week. Wire inquiry was good during most of the time and prices held steady until Saturday, when the market weakened approximately 25¢ per crate.

"Cutting continued at the rate of about 100 acres per day, and a clean-up of the early crop may be expected by the end of this week. A few fields and parts of others have been abandoned on account of black-heart. The spring crop also is expected to be seriously affected by the long dry spell, unless rain and cooler weather are soon forthcoming."

9b. ACTIVE SHIPMENTS OF IMPERIAL VALLEY LETTUCE

A. E. Prugh wrote as follows from Brawley, Calif., in a letter of February 14:-

"Lately it has been difficult to estimate lettuce shipments from day to day. With movement dropping from 154 cars on Monday, the 1st, to 132 on Thursday, the 4th, many predicted a decrease for a few days. But threatened rain upset estimates. Then, after showers on the 8th and 9th, shipments jumped to 1,233 cars for the week starting Sunday, Feb. 7, for with the hard lettuce and warmer weather there was danger of considerable loss from bursting.

"Effects of so many hard frosts also became apparent in the grades. Of 74 cars inspected on February 5 about 43 made U.S. No. 1 grade. Solidity continued good, but of 94 cars inspected on February 12 only 6 made U.S. No.1 grade. Defects were mostly cracked ribs and tipburn. The detailed inspection reports for these two days were as follows:

	Feb. 5th	Feb. 12th
U.S. No. 1....	43	6
85% U.S. No. 1	19	29
80% " " "	4	16
75% " " "	4	12
70% " " "	1	9
65% " " "	2	6
60% " " "	-	4
55% " " "	-	2
50% " " "	-	1
Ungraded.....	1	9
Total....	74 cars	94 cars

"Opinions vary regarding the advisability of changing from the standard crate to the smaller crate (mentioned in D.L. for Feb. 5). Dimensions of the new crate are mostly one inch narrower and one-half inch less in length, with depth unchanged. This makes a difference of about 393 cubic inches. Where shippers are inclined to use a minimum amount of ice, a good tight pack of 5's results, but there is a tendency on the part of some to pack 90's as 75's and 6's as 5's, and use too much ice to fill up space. I notice, on the Kansas City market, receivers are discounting some of the small crates, as quotations are received the same on undersized 5's as on 6's. It is evident that they will have difficulty packing large 4's in the small crate.

"Better sizes and quality are expected in a few days from new fields, as much of the lettuce was fertilized and recent showers and warmer weather have caused a good growth. For several days loadings were running at least 35% sixes, but recently the demand for small sizes has been very slow and several shippers have almost stopped packing this stock.

"The estimate of the California Cooperative Crop Reporting Service was 33,500 acres, which apparently was as close as possible to the actual figure. The Agricultural Commissioner of Imperial County made an estimate of 23,000 acres based on a perfect stand, which indicated lighter shipments than will materialize. Estimates as low as 6,500 cars were made in December, but 5,690 cars have moved to Feb. 13, and I have not changed an early estimate of between 10,000 and 11,000 cars. Recent heavy shipments have caused the carlot f.o.b. cash price to drop to $1.25-$1.50 on 5's.

"Reports from Phoenix, Arizona, indicate that rain and warmer weather there may bring on the crop about March 20.

"Carrot shipments are around 10 cars a day, with a good carlot cash demand at $2.35 per crate. Cabbage acreage is estimated at 330, and a little cabbage has started to move at about $40 per ton. Peas are expected to start in a small way the coming week."

10b. ACTIVE MOVEMENT OF NORTHWESTERN APPLES FOR EXPORT TRADE

J. D. Hamilton included the following information in a Northwestern Review, issued at Portland on February 8:-

"Several large-capacity ocean carriers left Puget Sound and Portland last week with apples destined for Europe. In addition, exporters have been advised of Great Britain's 10% tariff, effective March 1. Consequently, all available trans-Atlantic refrigerated space has been contracted for arrival in United Kingdom ports by the end of February. Several loadings, originally destined for Pacific Coast shipment, have been diverted for transcontinental rail movement to Atlantic Coast ports. Northwestern apple prices continue low, with little anticipation of greatly improved values. Guaranteed advances are more prevalent than outright purchase in the foreign apple trade. A typical large-volume Winesap transaction provides for a guaranteed advance of 25¢ for C grade and 35¢ for Fancy and Extra Fancy, f.o.b. shipping point, 150's and smaller. More-desirable sizes realize 5¢-10¢ higher than these quotations. Yellow Newtowns are about the only variety showing any strength. Medford and Hood River Extra Fancy Newtowns are finding fair demand at sufficient premium over December quotations to pay accumulated storage charges."

11b. MANY NEW YORK APPLES GOING TO FOREIGN MARKETS

R. L. Sutton, of the Rochester office, included the following comments in a weekly report dated February 16:-

"Apples have sold mostly at former values. Loadings were more numerous, with the roll for export taking most of the increase. During the past 15 days, there have been almost as many cars started for foreign markets as were shipped during all the rest of the season. Approximately 250 cars have been loaded for this purpose in slightly over two weeks. Shippers and exporters are endeavoring to land the fruit at English ports before the10% duty goes into effect March 1.

"The demand for potatoes has hardly measured up to expectations. At a few stations dealers are reported to be paying growers as high as 30¢ bulk per bushel, but the prevailing price continues 25¢. Loadings have been moderate and the price tendency has been downward. The weaker f.o.b. potato market in western New York has developed partly in sympathy with the weaker situation at Maine shipping points.

"The carrot market demonstrated additional strength during the week. Carlot sales of 100-pound sacks in the rough ranged $1.90-$2.25. Sales for future delivery reached $2.35. Washed carrots in bushel baskets held mostly around $1.25, with a little business yesterday going as high as $1.35. The trade in some of the largest centers is still anxious to buy. With a much lighter crop, the rail movement this season has exceeded that of last by more than 100 cars. The outturn to date numbers 1,485 carloads.

"Shipments of cabbage showed some increase recently but f.o.b. values have varied little. The western and central New York shippers continue to place cars over a wide territory.

"Dullness has prevailed for onions. Comparatively few sales have been reported, at prices mostly in line with former quotations."

12b. ANOTHER SUMMARY ISSUED

"Marketing Mississippi Vegetables, 1931 Season," is the title of a summary written by J. B. Owens and distributed this week from the Washington offic

13b. ARE YOU MAILING REPORTS TO FOREIGN COUNTRIES UNDER POSTAGE? (REPLY)

All offices (both market and field stations) are requested to advise immediately the number of regualr reports which are being sent to foreign countries for which postage is required, as outlined in Paragraph 80 of the Fiscal Regulations of the Department. Please furnish a list of names and addresses to which such reports are being sent, and explain the nature of the reports furnished. Also advise as to how the postage is paid, - whether by the sending office under official expense, or whether postage is furnished by the parties receiving the reports.

14b. A GOOD REPORT ON BEANS, PEPPERS AND TOMATOES IN FLORIDA

J. B. Owens sent the following report from Pompano, Florida, under date of February 17:-

"The movement of snap beans from south Florida continues to be very uniform. The crop in the Lake Okeechobee section is in a bad condition, due to the very dry weather and the damage being done by the leaf hopper. The soil is reported to be so dry that the young plants are suffering from lack of moisture, and much of the late crop is still unplanted. If the present dry weather continues, the spring crop in that section will be greatly reduced. Movement from the Pompano section will continue in about the same volume for a few weeks more, provided there are no abnormal weather conditions, but the total movement from the State will possibly be somewhat lighter. Most of the beans on the higher lands are suffering from lack of moisture, but plantings are heavy in the swamp lands and most of the shipments will come from this area.

"The Bountiful variety consittutes about 90% of the volume from the Pompano section, and the f.o.b. market on this variety has been fairly steady during the past week. Black Valentines, Round Stringless, and Wax varieties have met with an active demand, due mainly to the light offerings of each.

"Shipments of peppers increased recently and the f.o.b. market weakened under the increased offerings. The quality is not quite so good as it has been and the percentage of small sizes is showing a considerable increase. Approximately one-third of last week's shipments went by boat to New York; quite a lot of this stock was on consignment. Indications are that the movement for the present week will be about the same as for the past week and, if this holds true, the market will continue very draggy.

"Demand for Florida tomatoes continues very light. This, no doubt, is due to the irregular quality of most shipments, but occasional cars of good quality stock are bringing a decided premium over the general market. Shipments are comingfrom a widely scattered area, which includes the main district south of Miami, the Deep Lake district in Collier County west of Miami on the Tamiami Trail, and as far north on the East Coast as West Palm Beach. Harvesting of the winter crop in the Miami district is nearing completion and, as sizes always run small at this stage of the season, shippers are reporting difficulty in filling orders with the desired sizes. The spring crop will begin moving about the first week in March.

"A very noticeable feature about the deal this year is the comparatively large tonnage which has been shipped by boat. Much of this stock is of inferior quality and no doubt needed the advantage of the cheaper water rate. Trucks have also moved a large volume of tomatoes into the southern States."

B. C. BOREE,
Specialist in Market News

TEMPORARY FIELD STATIONS OF MARKET NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N. Y.** D-310 Triangle Bldg.	837	R. L. Sutton	Onions	Sept. 2	April 9
			Carrots	Sept. 2	May 21
			Cabbage	Sept. 2	March 26
			Apples	Sept. 8	May 21
			Potatoes	Oct. 5	May 21
PRESQUE ISLE, ME.** Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 10	April 30
WAUPACA, WIS.** Court House	894	A. M. McDowell	Potatoes	Sept. 15	March 26
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 17	May 7
BROWNSVILLE, TEXAS ** Chamber of Commerce	931	W. D. Googe	Citrus	Oct. 15	March 31
			Vegetables	Dec. 7	June 1
WINTER HAVEN, FLA.** DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.** 412 P.O. Bldg.	895	R. E. Keller	Onions	Oct. 31	April 2
			Potatoes	Oct. 31	May 14
POMPANO, FLA.** Walton Hotel	937	J. B. Owens	Beans	Jan. 6	April 15
			Peppers	Jan. 6	April 15
			Tomatoes	Jan. 28	April 15
SANFORD, FLA.** City Hall Bldg.	910	B. E. Surry	Celery	Jan. 11	April 16
PLANT CITY, FLA.** Hotel Plant	850	R. M. Peterson	Stbr.	Jan. 18	April 9
BRAWLEY, CALIF.** Planters Hotel Bldg.	933	A. E. Prugh	Lettuce	Jan, 25	March 12
The following station probably will open on date indicated:					
HAMMOND, LA.	802	R. L. Sutton	Stbr.	March 1	May 14

** State cooperating

W. F. Cox in San Francisco

H. E. Rutland at Brooksville, Fla.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

"FLORIDA CELERY crop is now estimated at figures varying generally from 5,500 to 6,500 cars, compared with 8,249 cars shipped last season."- B.E.Surry.

INSPECTION SERVICE

1c. FURNISHING INFORMATION ON SHIPPING-POINT INSPECTED CARS

Since the passage of the Perishable Agricultural Commodities Act, there has been an increased demand on the part of receivers for information on cars which have been inspected. Many receivers and brokers desire to know whether certain cars have been inspected at point of origin and, if so, what grade was certified. When a receiver or broker asks whether a certain car, in which he is financially interested, was inspected at point of origin and simply wants to know whether it was certified as U.S. No. 1 or not, and this information can be obtained from the lists of shipping-point inspected cars on file, it may be given to him free of charge. If he desires a detailed report, he should be informed that he can obtain same by wiring the Washington office prepaid and, in addition to paying for a collect telegram from this office giving the principal features of the inspection, it will be necessary for him to pay the usual fee of $1 for certificate copy which will be mailed to him.

Inspectors in receiving markets should not use the leased wire to obtain detailed reports on shipping-point inspected cars for the purpose of supplying the receivers with free information. The receivers should pay for their own wires to Washington, requesting information of this kind. When the inspector wires Washington for a report on a certain car, it will be assumed that the information is needed in connection with an appeal inspection.

It may frequently happen that a dealer will request information on cars which do not appear on the lists of inspected cars. If he simply desires to know the grade, the inspector may use the leased wire to obtain a report as to grade from Washington, but a detailed report will not be wired in such case. A wire from inspectors asking for reports on certain cars will be interpreted to mean that detailed reports are desired, but wires asking simply for grade will be interpreted to mean that detailed reports are not desired. The commercial wire should never be used simply for the purpose of obtaining information as to grade for the benefit of some financially-interested party.

It is believed that the policy of furnishing information as to grade, free of charge, will strengthen the service and may prevent the necessity of many appeal inspections. This policy may appear to some as very liberal, but it seems proper to furnish such information readily when it can be done without cost to the Government. It is not to be expected, however, that it will be the policy to furnish this free information on a wholesale scale, because the work would become too burdensome in many of the larger offices. The information should certainly be furnished to anyone who has good intentions of requesting an inspection and whose final decision depends upon the grade as certified at shipping point.

2c. HOW DOES THIS STRIKE YOU?

The Facts in Food Distribution (New York City) for January 30 says:- "Garbage can contents bring out the facts that approximately 7½% of the food from American housewives' tables is thrown out as waste, despite depression. Berlin, Germany, with half the population of New York, has only three incinerators, whereas New York has 21, with 14 more under construction."

3c. EXPORT FORM CERTIFICATE WILL BE REFUSED ON APPLES WHICH ARE MISBRANDED.

While the Export Form Certificate is issued primarily to show freedom from spray residue, apple maggot and other worms, no lot deserves this certificate when the containers are misbranded as to grade. When a lot is marked "U.S. No. 1" and inspection shows that it is "Utility" or "Unclassified," the applicant should be informed that the Export Form Certificate will not be issued until the fruit is marked to correspond with the facts. It sometimes happens that a lot branded "U.S. No. 1" fails to meet the requirements of the grade by a narrow margin, even though it deserves the Export Form in other respects. The buyer on the other side does not always see the inspection certificate, but he does see the marks on the barrels and, when they are marked "U.S. No. 1," he expects to find a good grade of fruit. When barrels are marked "U.S. No. 1" and they contain a poor grade of fruit, the buyer is not favorably impressed with our grades or inspection service. It is therefore necessary to protect the U.S. grades, if they are to be of most value in marketing apples in foreign countries. The Export Form Certificate must never be issued unless the apples are correctly marked as to grade and meet all requirements as to freedom from spray residue, apple maggot and other worms.

4c. IMPERIAL VALLEY LETTUCE WELL GRADED

"Carlot shipments of lettuce from the Imperial Valley during the month of January totaled 3,184. Of these nearly 60% or 1,831 cars were inspected and certified by the Federal-State Inspection Service. Eight cars were graded as U.S. Fancy and 1,344 cars as U.S. No. 1, including nearly 75% of all inspections and setting a new record for graded cars certified from any California district.

"A great deal of credit is due the Imperial Valley packers and shippers for the exceptional pains taken in their grading operations. Growing conditions have been quite unfavorable during most of the season. Dry and hot weather in the fall, followed by early freezes, destroyed a great part of the early plantings. Continued freezes, with some very low temperatures throughout January, caused additional difficulty.

"Ordinarily one or two trimmers are employed to trim and select the lettuce placed before each packer, for packing into the crate. However, in the Imperial Valley this season, - in most of the houses where the inspection has been carried on,- three or four trimmers have been used to cull and trim the lettuce supplied to each packer. This has resulted in heavy culling and light pack-out yields, but has made it possible for the shippers to maintain good grades, as shown by the inspection results." - (from California Inspectors' Notes, February 12)

5c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from List of Past-Due Accounts:

Gledhill and Putnam,	Avoca, N.Y.	$8.40
Richter and Cochran,	120 Warren St., New York City (Mt. Gilead,N.C.,present address)	$7.04
L. B. Graham,	Bowling Green, Ky.	$2.00

The following should be added to List of Past-Due Accounts:

J. Herbert Mead,	46 Clinton St., Boston, Mass.	$11.78
Johnston-Caldwell Co.,	Brundidge, Ala.	$10.00
Ross A. Hatch,	Altoona, Pa.	$15.77

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1347, San Juan, P. R.	Citrus	April 1	March 1
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	April 1
WASHINGTON:	W. A. Hilgeson, Court House, (Box 190), Wenatchee, Wash.	Apples	Aug. 15	March 15
VIRGINIA:	T. W. Ayres, 211 Park Place, University, Va.	Apples	Sept. 14	March 15
MAINE:	G. Ray Warren, Caribou, Maine	Potatoes	Sept. 14	April 1
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	May 15 May 15
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Citrus Vegetables	Sept. 20 Nov. 15	March 15 March 15
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 1

REPORTS on North Dakota potatoes can be obtained from R. C. Hastings, State College Station, Fargo, N. D.

6c. CALIFORNIA REVEALS LETTUCE GROWING AND PACKING COSTS

Cost of producing and packing the Imperial Valley winter lettuce crop up to loading runs close to $5,000,000, according to the Los Angeles Chamber of Commerce agricultural department. Some of the items in this cost are $1,000,000 in land rent or taxes; $800,000 in fertilizers and cover cropping; $2,625,000 in labor, and $175,000 for waxed or parchment paper liners. The quantity of paper used for liners to keep the Imperial Valley lettuce sanitary and in good condition on arrival at market is estimated at 42,500,000 square feet, or enough to cover approximately 1,000 acres. Each crate requires 15 square feet of paper liner.

RECEIVING-POINT INSPECTIONS DURING JANUARY, 1932

Markets	Total Inspections	Total Same Month 1931	Inspections for Carriers	Declined for lack of time	Total Fees
Atlanta	33	92	2	0	$ 133.00
Baltimore	73	84	0	0	290.00
Birmingham	8	-	0	0	40.30
Boston	234	162	141	0	961.55
Buffalo	22	34	3	0	89.53
Chicago	169	300	9	0	726.50
Cincinnati	28	72	0	0	142.37
Cleveland	24	13	9	0	110.23
Columbus	10	23	0	0	43.77
Dallas	16	-	0	0	53.00
Denver	14	12	0	0	57.50
Des Moines	11	-	0	0	44.00
Detroit	46	90	0	0	181.00
Fort Worth	4	15	1	0	16.00
Harrisburg	64	0	0	0	252.38
Houston	29	18	2	0	116.80
Indianapolis	11	22	0	0	43.00
Jacksonville	20	129	0	0	75.50
Kansas City	46	93	6	1	186.20
Los Angeles	12	19	2	0	46.50
Louisville	16	-	0	0	66.50
Memphis	39	40	29	0	175.00
Milwaukee	95	66	8	0	381.32
Minneapolis	36	26	0	0	166.40
Newark	52	94	1	3	207.50
New Haven	60	43	4	1	265.77
New Orleans	123	113	8	0	176.50
New York	638	670	221	1	2,399.56
Norfolk	11	23	1	1	51.00
Omaha	23	38	1	0	92.50
Philadelphia	178	136	1	0	499.10
Phoenix	5	-	5	0	20.00
Pittsburgh	68	78	2	0	297.72
Portland	2	18	0	0	10.00
Providence	38	21	0	0	153.50
Rochester	8	16	0	1	40.32
Sacramento	0	6	0	0	.00
St. Louis	48	81	8	0	219.18
Salt Lake City	2	1	0	0	6.50
San Diego	0	2	0	0	.00
San Francisco	5	7	0	0	18.10
Scranton	4	-	0	0	21.20
Seattle	1	6	0	0	4.00
Springfield	32	37	5	0	161.48
Toledo	7	19	1	0	28.00
Trenton	0	1	0	0	.00
Tulsa	10	-	1	0	71.00
Washington	54	55	0	0	283.00
Wilkes-Barre	5	14	0	0	25.00
TOTAL	2484	2789	471	8	$9,447.48

The following inspections were made under agreement with the Northern Ohio Food Terminal at Cleveland:-Total 1,311: 1,073 Nickel Plate, 30 B.& O., 16 Erie, 89 Pennsylvania R. R., 45 Kroger's.

INSPECTIONS FOR THE NAVY AND MARINE CORPS DURING JANUARY, 1932.

Symbols:- N- NAVY M- MARINE CORPS	ALL FIGURES IN THESE COLUMNS REPRESENT POUNDS									
	Fruits and Vegetables PASSED		Fruits and Vegetables REJECTED		Total Quantity Inspected		"Cuts" made to comply with specifications		Items Billed Short-Weight	
STATIONS	N	M	N	M	N	M	N	M	N	M
Charleston	377825	0	6418	0	384243	0	0	0	0	0
Great Lakes	130884	0	3200	0	134084	0	825	0	0	0
New York	280266	65463	12345	1780	292611	67243	1072	0	0	0
Norfolk	595296	0	6000	0	601296	0	0	0	0	0
Philadelphia	249398	16311	19924	10	269322	16321	2373	108	0	0
San Diego	871581	76117	27441	947	899322	77064	7283	801	0	0
San Francisco	932032	31860	36000	0	968032	31860	0	0	0	0
San Pedro	925936	0	17830	0	943766	0	4474	0	0	0
Vallejo	140746	22350	10784	1092	151530	23442	0	0	0	0
TOTAL	4504264	212101	139942	3829	4644206	215930	16032	909	0	0
INSPECTIONS MADE FOR THE U.S. SHIPPING BOARD										
New York	6091		0		6091		0		0	
Norfolk	9617		900		10517		0		0	
TOTAL	15708		900		16608		0		0	
INSPECTIONS MADE FOR THE U.S. VETERANS' HOSPITAL										
Chicago	74559		21685		96244		0		0	
Great Lakes	57705		1510		59215		0		0	
Milwaukee	78330		50715		129045		0		0	
New York	101351		4148		105499		0		0	
Philadelphia	23281		2605		25886		0		0	
St. Louis	26403		450		26853		0		0	
TOTAL	361629		81113		442742		0		0	

The New York office also inspected the following:	Fruits	Vegetables	Rejections
Dollar S. S. Line	11277	39305	1174
American France Line	3608	19028	0
Columbian S. S. Line	1470	6793	216
TOTAL	16355	65126	1430

The Great Lakes office also inspected 8,100 dozen eggs, 5876 lbs. butter and 295 lbs. of cheese for the Navy. The San Pedro office inspected 27,216 lbs. bread, 15,600 lbs. butter and 2,450 lbs. of cheese for the Navy. The Vallejo office inspected 26,115 lbs. bread and 500 lbs. rolls for the Navy.

7c. MANY INSPECTIONS OF VIRGINIA APPLES

T. W. Ayres, Federal Supervising Inspector in Virginia, wrote as follows from University, Va., on February 13:-

"During the month of January 1,277 inspections of apples were made from Virginia cold-storage plants. We expect inspections to continue at this rate until about the 20th of this month, when shipments should become much lighter, due to greatly-reduced storage holdings and also to the fact that a number of shippers have rolled rather heavily during the past few weeks in order to avoid the English tariff which becomes effective March 1. Shipments also have been increased in order to market many packs of the earlier picked fruit, in which scald was showing in widely-varying stages.

"Cold-storage holdings in the plants of the Shenandoah Valley, from Staunton north and including Winchester, have been reduced to approximately one-third of the November holdings, because York Imperial is the predominating variety in that section of the State and the shipments of Yorks have been very heavy since the first of January. Holdings in the storage plants in the Roanoke and Piedmont sections are considerably heavier, due a larger proportion of Pippins and Winesaps which are being held for spring markets.

"We now have 15 inspectors on duty but will probably not need so many after the first of March. While our inspections will decrease considerably by the last of this month, I believe we should have a fairly steady volume of work until the first of April. There will be quite a number of scattered inspections, principally on Albermarle Pippins, to be made during April and May."

8c. WATCH OUT FOR LIVE WIRES!

The following report was received yesterday from one of the employees of the New York City office, and should serve as a warning to all inspectors:-

"A fatal accident occurred in the Bronx Yards yesterday (Feb. 16), one of the employees of a potato firm having come in contact with a live wire while inspecting a car of potatoes."

R. C. BUTNER
Specialist in Inspection

SEE Par. 9c on Page 108

REGULATORY ACTIVITIES

1e. FLORIDA SHIPPERS AWARDED DAMAGES UNDER THE P.A.C. ACT

The Secretary of Agriculture has ordered the Bloom-Rosenblum-Klein Co., of Cleveland, Ohio, to pay the Atlantic Coast Produce Co., of Delray Beach, Fla. the sum of $634.87 as a result of a complaint filed under the Perishable Agricultural Commodities Act.

The Atlantic Coast Produce Co. sold Bloom-Rosenblum-Klein Co. on November 15, 1930, a carload of Florida Bountiful green beans, described as clean, young and tender from first picking, at the agreed price of $1.30 per hamper, f.o.b. Florida. Upon arrival of the beans at Cleveland, The Bloom-Rosenblum-Klein Co. refused to accept them on the ground that they did not comply with the contract and that the hampers were slack-filled.

The Secretary's decision holds that the beans did comply with the contract and that they were not slack-filled when delivery was made, which in this case was at the shipping point.

2e. SCHOENBURG-GOLBUS COMPANY FINED UNDER PRODUCE AGENCY ACT

The United States Attorney in Chicago has advised this Department that Schoenburg-Golbus Company recently pleaded guilty to both counts in a case filed against them under the Produce Agency Act and received a fine of $200 and costs, imposed by Judge John P. Barnes of the Federal District Court in Chicago.

This case involved shipment of a carload of sweet potatoes in May, 1929, from Tennessee. A few days after the car arrived and after a part of it had been unloaded and sold, Schoenburg-Golbus Company asked the shipper for an allowance. The shipper did not grant the allowance but later received an account sales, showing that Schoenburg-Golbus Company, without the consent of the shipper, elected to handle the shipment on a consignment basis.

The personal investigation made by C. R. Newton and W. L. Evans, of the Regulatory Branch, revealed the fact that the gross receipts were $134.05 in excess of those reported. Although Schoenburg-Golbus Company claimed that they had granted heavy allowances to their customers, their records did not show such allowances but their summary of sales corresponded with the audit made by the investigators. This case had been pending in the Federal Court since November, 1929.

F. G. ROBB,
In Charge, Regulatory Branch

STANDARDIZATION AND RESEARCH

1d. A CORRECTION IN SUGGESTED STANDARDS FOR SWEET CORN FOR CANNING

Since the distribution last week of the Suggested U.S. Standards for Sweet Corn for Canning (dated Feb. 11), an error has been found in the example which was given for determining the value of loads. A corrected copy of these grades, dated Feb. 17, is enclosed with this D.L. for each inspector. Please be sure to destroy the original copy, dated Feb. 11. Take care to destroy the erroneous copy, since they both look alike on front page.

R. R. PAILTHORP,
Specialist in Standardization.

OFFICE NOTES:

Mr. Sherman plans to go to western New York next Thursday. On Friday and Saturday, he will address meetings of fruit growers in two counties, - Niagara and Wayne. These meetings are being arranged through the County Agents, and Mr. Sherman will discuss the fruit situation, with special reference to apples. If he has time, he may visit our Buffalo office.

Wm. E. Lewis left Washington on Wednesday for a field trip of about two months' duration in the interest of standardization work. He stopped at the Chicago office on Thursday, where he conferred with E. E. Conklin and with Wm. E. Leigh, who is on a field trip. Proceeding westward, Mr. Lewis will stop at Des Moines, Denver, Salt Lake City and Sacramento. Considerable of his time will be spent in California. On the return trip, he will stop at various points in Arizona, Texas, Louisiana and Florida. Mr. Lewis will give special attention on this trip to possible revisions in the U.S. grades for carrots, lettuce and tomatoes.

OFFICE NOTES (CONTINUED):

After the mimeographing of last week's Division Letter, a change was made in arrangements for W. A. Hilgeson, whereby he will remain for the present at Wenatchee, Wash., and not proceed to the Chicago office of the Inspection Service until a later date.

A. R. Spiker, of the Transportation Unit, expects to leave Washington next Tuesday for a month's trip in the interest of fruit and vegetable reports from the railroads and other transportation companies. He plans to confer with railroad officials and representatives of our own Division in South Carolina, Georgia, Alabama, Tennessee, Mississippi, Louisiana, Florida and North Carolina.

Paul M. Williams arrived from Porto Rico early on Thursday morning and spent the day in the Philadelphia office of the Canned Fruit and Vegetable Grading Project. He reached Washington last night and is back in his office today. He reports a very satisfactory and interesting trip to Porto Rico in behalf of the grading service on canned grapefruit. A longer statement from Mr. Williams probably will be published next week.

T. C. J. Baker has returned to his Washington headquarters after a five weeks' trip throughout the South in the interest of package standardization work.

S. F. Shreve, of the Baltimore inspection office, was a visitor to the Washington office on Thursday of this week.

On last Monday afternoon W. H. Hall and E. E. Conklin, of the Chicago office, addressed a class in "Business" from the University of Chicago on the work of their respective projects. This was the largest of a number of classes from the University of Chicago and the University of Illinois, which have been addressed by Mr. Hall and Mr. Conklin during the past few years.

INSPECTORS, PLEASE NOTICE:

9c. POORLY-DEVELOPED SPINACH BARRED FROM U.S. NO. 1 GRADE

It has recently been called to our attention that the Inspection Circular on Spinach does not mention poorly-developed stock as a grade defect. The grade specifically requires that stock be "well grown" and, under the definition of this term, "poorly-developed" plants are barred from the grade. It is very difficult to lay down any set rules to follow in determining whether or not spinach plants are poorly developed. However, plants which are not over 3 inches long but which have slender leaf stems with leaves only 1 to 1½ inches long, or plants which have slender leaf stems with very few leaves of a length somewhat longer than 1½ inches, should be considered "poorly developed" and therefore barred from U.S. No. 1 grade.

R. C. BUTNER.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 8 February 26, 1932

FRUIT AND VEGETABLE DIVISION LETTER

(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. SAMPLING CANNED FRUITS AND VEGETABLES

From time to time, offices of this Division may be called upon to draw samples from cars or lots of canned fruits and vegetables arriving in the markets served by our offices. It is planned to do the actual grading at only a few of the larger markets of the United States. However, samples may be officially drawn by the men in any of our offices.

Copies of the Regulations governing this service, together with books containing "Certificate of Sampling" forms, will be sent each inspection office shortly. These forms are to be used in forwarding samples to the grading offices. They are to be issued in triplicate. The original and duplicate are to accompany the sample, and one copy is to be retained in the files of the originating office.

It is not contemplated that licenses will be issued to parties outside of the Bureau organization to inspect and grade canned foods, but licenses will be granted to draw samples for us to grade. Accordingly, instructions to licensed samplers have been issued, copies of which are also being sent to our offices and these may be used as a guide in drawing samples.

It is expected that each office will attempt to develop as much canned foods grading business as possible. Public warehousemen, chain-store operators and wholesale grocers, as well as brokers handling canned fruits and vegetables in each city, should be apprised of your availability as an official sampler. As the new U.S. grades gradually come more and more into use, demands for the drawing of samples will probably increase. All distributors in your market should be advised of your location at once. This can best be done by paying them personal calls, as your time permits.

It will be noted from the Regulations that the fees for grading canned fruits and vegetables are based upon a carload containing 1,000 cases (2,000 dozen) of No. 2 size cans. The fee for grading such a lot is $5, if the samples are drawn by a representative of the Bureau. If the samples are delivered to our grading offices by someone other than a representative of the Bureau, the fee is $3. Transportation charges on samples sent to our grading offices are to be borne by the applicant. Of the fees collected, $3 will be credited to the canned fruit and vegetable grading office.* Thus, each office may augment its income through the development of this new service. Requests for sampling should be accorded the same procedure as that now obtaining in the regular inspection work, - i.e., they should be honored in the order received, as nearly as practicable.* The office doing the sampling will be credited with $2.*

Copies of the various grades officially promulgated thus far are being sent each inspection office. It is suggested that the man in charge of each office familiarize himself with these grades, so that he may answer ordinary questions concerning them. In addition to the grades for canned corn, peas, and tomatoes, which have been officially promulgated, tentative grades will be available shortly on practically all of the canned vegetables. Grades for

canned fruits, other than those promulgated under the McNary-Mapes amendment to the Federal Food and Drugs Act, have not been announced. In the meantime, we shall draw samples of canned fruits for grading under the specifications of the Canners' League of California or the Northwest Canners' Association, if desired.

- WELLS A. SHERMAN

2a. FAVORABLE IMPRESSIONS OF PORTO RICO REPORTED BY PAUL WILLIAMS

The Fruit and Vegetable Division, through A. S. Mason's office at San Juan, is rendering an outstanding service to the producers of fruits and vegetables in Porto Rico, in the opinion of Paul M. Williams, who returned last week from a visit to the Island.

A very sizable volume of the movement of fresh fruits and vegetables from the Island is now being inspected, and Mr. Williams reports much interest on the part of canners in the new canned-fruit grading service.

While on the Island in company with Mr. Mason, he visited the various canning factories and demonstrated the U.S. grades for canned grapefruit. A number of the canners, who pack pineapple, indicated a need for grades and grading service on canned pineapple. It is possible that grades for this commodity will be developed within the near future.

Mr. Williams was favorably impressed with the quality of the canned grapefruit being produced, as well as with the operation of the canneries. A very noticeable feature is that the factories do not employ many of the mechanical labor-saving devices found in canneries in the States, due to the abundance of cheap labor. The average wage paid women in a typical cannery in Porto Rico is 52¢ per day. The plants generally are efficiently managed. It was most interesting to note the favorable reaction to any suggestions which were made, looking toward the betterment of the product.

Conferences were held on the Island with Governor Beverly, Commissioner Colon, and Director of Markets, Rios. All expressed their appreciation for the services the Bureau is rendering to producers on the Island.

3a. ASPARAGUS PROSPECTS IN GEORGIA AND SOUTH CAROLINA

J. H. Hoover, of the Atlanta office, advised that he probably will begin to issue daily market reports on asparagus about March 10. His telegram of February 25 included the following crop comments:-

"Asparagus yield in Georgia and South Carolina expected to be about the same as last year, possibly slightly less. Have had ideal weather throughout winter, but extremely dry season last fall damaged fields to some extent. Few crates now moving daily. Expect fair volume l.c.l. express movement by March 10 and carlots a few days later. Quality should be generally good. Now having warm days, but nights still a little too cool for rapid growth of asparagus.

4a. A DEPARTMENT MEMORIAL TO THOSE WHO LOST LIVES IN WORLD WAR

On Monday, February 29, at 3 P.M., a memorial to those employees of the Department of Agriculture who lost their lives in the World War will be unveiled with appropriate ceremonies. The memorial is in the form of an attractive plaque in the central court of the new administration (or main) building of the Department in Washington. It is 10 feet high and 6 feet wide, and bears a roll of the names of the 69 men who are memorialized.

MARKET NEWS SERVICE

1b. UNUSUAL MARKETING CONDITIONS IN PACIFIC NORTHWEST

T. R. Hall, of the Seattle office, included the following comments in a Northwestern Review, dated February 18:-

"A somewhat paradoxical and interesting situation is developing in connection with the northwestern and Pacific Coast carrot market. Supplies of the 1931 crop of topped carrots yet remaining in western Washington or Oregon which are suitable for late markets are very scarce, and furthermore the available supplies of California bunched carrots are limited. With prices f.o.b. Santa Maria, California, generally ranging $2.50-$2.65 per crate and the sizes generally small, the California product, topped and sacked, is almost too high for general distribution. Consequently there has been an active demand among northwestern shippers for topped stock to supply the southern demand. Being unable to locate topped stock which is unaffected by frost, except for a few lots, Canadian carrots are being brought across the line to be reshipped to other markets. Northwestern shippers are also consigning to California markets, principally Los Angeles. For the first time in the memory of Seattle dealers, Imperial Valley bunched carrots are being used locally, and the demand for Canadian stock is also a new development.

"The western Washington hothouse rhubarb season has probably passed its peak, and local dealers estimate that approximately 30 cars remain for shipment. The season's crop, it is estimated, will total from 90 to 110 full cars, with about 50 cars additional for l.c.l. shipments. In connection with the 1932 season, the use of the silica-gel refrigerator car is a new development. Under standard refrigeration, the rate to Chicago is around $80, whereas silica-gel is available for $95 and no trouble has been experienced with shipments going under silica-gel treatment. Some freezing has occurred in standard refrigerators. The f.o.b. market today at Sumner for 15-pound crates is generally $1.10 for Extra Fancy, 95¢ for Fancy, and 70¢ for Choice grade.

"Offers of $100 per ton for Washington Valencia-type onions U.S. No. 1, 2½ inches and larger, f.o.b. Yakima Valley shipping points, are bringing to light several cars, after it was generally thought that the 1931 crop was completely cleaned up. Total carlot shipments from this State will be about 725, or practically the same number as moved out from the 1929 crop.

"Stocks of old-crop cabbage still remaining in the Spokane district have been greatly depleted since February 1, and the crop will likely be disposed of before March 15. Producers are realizing around $35 bulk per ton for current offerings, which are generally of good quality.

"Movement of the winter crop of spinach from the Walla Walla district has been greatly restricted by heavy snows, which have been quite general throughout eastern Washington. The potato market, f.o.b. Yakima Valley points, continues featureless. Volume of movement is considerably short of the 5,000 cars which had moved by mid-February, 1931."

Please remember that

THE DEAD-LINE FOR THE DIVISION LETTER
is Thursday.
Material received after Thursday may not be able to be used until next week.

2b. INTERESTING FEATURES IN RIO GRANDE VALLEY MARKET

W. D. Googe, of the Brownsville office, reported a number of interesting features in the local market situation in a letter dated February 20:-

"The cabbage market in the lower Rio Grande Valley during last week was rather exciting the first two or three days and extremely dull at the end of the week. Prices around $25 per ton were paid freely on Monday, and as high as $30 on Tuesday, and then what is frequently called 'the crash' came. Since that time the nominal price has held about steady at $20, but several stations have reported $25 for good quality to fill orders which apparently could not be filled at lower prices. Quality has become an increasingly important factor. Warm weather has resulted in much soft and worm-damaged stock. Friday brought light rains and slightly cooler weather, but so far there has not been enough of these to help conditions greatly.

"Carrots continue scarce. Demand exceeds the supply of good stock. Blight has shown up in some fields, and irrigation during the warm weather has resulted in some decay in a few places. Beets, likewise, have held steady to firm.

"The feature of the week, however, has been the phenomenal movement of snap beans from this section at this time of the year. About a dozen straight cars have been loaded, to say nothing of the movement in mixed cars. Nothing like it has ever taken place in the Valley before. The shipments next week will probably be double the quantity of last week. Quality has been nothing to brag about, and high winds on two days did considerable damage. Most of the stock has been handled for the grower's account, but some sales on usual terms have been reported at $2 per hamper. Prices to growers, when beans were bought for cash, have been mostly $1.50 for stock grading 80% or better U.S. No. 1.

"Potatoes and tomatoes have made good progress. It is rumored that a few cars of new potatoes will be shipped during the coming week, but no movement of importance is expected before the middle of March.

3b. ABOUT 15,000 CARLOADS OF PRODUCE RECEIVED BY TRUCK IN DETROIT

The following interesting report came from C. D. Schoolcraft, of the Detroit office, in a letter dated February 16:-

"George V. Branch, Director of the Detroit Municipal Bureau of Markets, reports 144,111 loads of produce sold over the three city-owned public farmers' markets during 1931. This represents an increase in volume of about 24% over that of 1930. The value of the produce sold in 1931 has been placed at slightly more than $22 per load or a total valuation of $3,200,000, as compared with a per-load value of about $40 and total valuation of $4,730,000 in 1930.

"Mr. Branch has no figures as to the average weight per load, but estimates it as between one and two tons. This would indicate the equivalent of between 10,000 and 20,000 carloads having been sold through the municipal markets.

"The above figures do not represent the volume of trucked-in produce being handled by the chain stores, through the wholesale terminals and sold direct to retailers. This has been very large during the past season. In fact, the supplies of apples, potatoes and onions used by some of the stores this season have been largely trucked-in stock. The mild open winter throughout this section has made trucking possible all season and also carried the home-grown season somewhat later into the fall than normally."

4b. RECENT NOTES ON THE FLORIDA CELERY SITUATION

B. E. Surry wrote as follows from Sanford in a letter of February 22:-

"Celery shipments decreased more than 100 cars last week, totaling about 435 cars. Loadings of poor quality were rather liberal, only a small percentage of the total volume bringing top prices. Much better quality is reported from the Sarasota section thus far this season.

"Wire inquiry was lighter, although shippers found no difficulty in selling best quality on an f.o.b. basis. Prices ranged $1.50-$2 per crate of 4 dozens, depending on quality, with 6's discounted 25¢ and 8's 50¢ per crate. However, a majority of the cars were consigned or rolled for price arrival. One shipper reported booking 30 orders for this week's delivery.

"At a recent meeting of shippers and growers' representatives, it was agreed to lift the ban on 10 dozens, restricting the movement to 10% of each shipper's output.

"Probably more celery is being individually washed this year than in any previous season. It is claimed that washing the celery adds materially to the appearance of ordinary stock. Slightly cooler weather for the past few days has aroused some hopes of better quality in March, but fields are also badly in need of rain."

5b. MAINE POTATO MARKET DULL

The following information was included in a letter of February 20 from V. H. Nicholson, of the Presque Isle office:-

"The Maine potato market has been dull, with rather inactive demand prevailing all week. Shipments have held about the 200-car mark each day. Most factors estimate that only 45,000 cars will be shipped this season, but it is my opinion that the stocks on hand would permit the movement of 5,000 to 10,000 more carlots, providing a market exists for that number.

"The street price dropped to 35¢-40¢ per barrel measure in Presque Isle and vicinity, and there was a moderate amount of hauling at that price during the first of the week. The cold, windy weather on Friday and Saturday prevented hauling of much stock from the growers' storages, and most shipments of the past two or three days have been from shippers' warehouses.

"The demand for seed stock is still rather dull, and the price tendency is downward in sympathy with the table stock. Most carlots of certified seed shipped during the past week have been billed to points in Virginia, mainly Eastern Shore points. Certified Cobblers have been selling on the basis of 70¢-85¢ per 10-peck bag, f.o.b. shipping point. A few carlots of Green Mountains have changed hands at approximately the same prices."

6b. SLOW TRADING REPORTED FOR WESTERN NEW YORK CROPS

R. L. Sutton included the following comments in his weekly letter from the Rochester office. It is dated February 23:-

"The shipments of western New York cabbage averaged about 32 cars per day. Inquiry was mostly light, trading slow, and the market dull.

"Most dealers reported a limited demand for potatoes. The market was mostly dull. Cash prices paid to growers fluctuated between 20¢ and 30¢ per bushel. However, the more common figure at which business was transacted was 25¢. Pennsylvania, Ohio, the Virginias, and the Carolinas continued to absorb most of the carlot shipments from this territory. -(continued on next page)

"There was only a small amount of business accomplished in onions. There has been an appreciable quantity of onions shipped this season in mixed cars. An innovation was recently established in the marketing of this crop, when several carloads were shipped in 5-pound open-mesh sacks. Twenty of these sacks were packed in one large bag. It is reported that they are being well received, with repeat orders at hand.

"The shipments of apples are being billed to a larger number of cities and towns. Volume of business transacted at shipping point has shown some increase, but prices generally remained in line with former quotations.

"Dealers have held for firm prices on carrots, but under a lighter demand trading has fallen off. F.o.b. values are rather out of proportion to terminal market prices. Most of the rough stock in 100-pound sacks, going to the larger terminals, is being washed and repacked, so that a fair margin of profit can be obtained by the buyer. Holdings are light. It is estimated that close to 200 cars remain in the territory, the bulk of these being east of Rochester. If as many as 200 should be shipped after this date, the total carlot movement for the season would still be 500 cars under last season's outturn."

7b. CONTINUED DRY WEATHER AFFECTING FLORIDA VEGETABLE CROPS

J. B. Owens sent the following report from Pompano on February 23:-

"Shipments of Florida snap beans during the week ending February 20 decreased approximately 20% from those of the preceding week. This was reflected very strongly in the f.o.b. market and prices reacted proportionately. The demand was very active during the latter part of the week, and Saturday's market closed strong with the best Bountifuls selling as high as $2 a hamper. With dry weather continuing throughout the district, the outlook for this week is for even lighter shipments and no doubt an even shorter season than anticipated. Shipments from the Lake Okeechobee district have been very light, and that section is reported to be suffering badly from lack of moisture.

"Pepper movement increased slightly during the past week. This brought a further decline in the f.o.b. market, which was already in a very weak condition from the heavy shipments of the preceding seven days. The local demand was very slow, even at the lower prices of $1-$1.25 a crate of first-grade stock and 50¢-65¢ per crate of second-grade stock. The dry weather has also affected the pepper crop very materially, and the length of the season will be shortened considerably if the prevailing conditions continue much longer.

"The situation on south Florida tomatoes does not appear very bright at this time. Quality of most shipments is only fair, and the demand for this stock is slow. The best stock is meeting with a fairly good demand, but the majority of the shipments are being consigned. Trucks are taking most of the second-grade stock for the southern markets. Shipments should increase rapidly about the first week in March, as the main crop in south Florida will begin to move at that time."

8b. ANOTHER SUMMARY DISTRIBUTED

"Marketing Tennessee Tomatoes, 1931 Season," by J. B. Owens is a new summary distributed from the Washington office this week.

9b. PLANT CITY STRAWBERRY MOVEMENT COMING TO AN EARLY FINISH

R. M. Peterson wrote as follows in a letter of February 24 from Plant City:-

"The strawberry movement from central Florida has undoubtedly passed its peak, and it now looks as though the shipments will continue to be light, with the season practically over by March 10. Scattered showers on Monday night, mostly north of Plant City, will help the lowland fields but most of the highland fields seem to be too far gone to be benefited by any rains. The highlands constitute the greater portion of the strawberry acreage; so there seems little hope for any heavy movement from this section.

"The vegetable crops of central and west Florida are maturing much more rapidly than usual. A few cars of cucumbers have moved from the Bushnell-Center Hill district, with four or five cars expected out today, and it seems likely that shipments will increase quite rapidly next week. The Wauchula section is two weeks later and, although two cars of cucumbers may be loaded this week, there probably will not be more than an occasional car until March 5. Neither the Manatee nor Plant City sections ship any great quantity of cucumbers, but each section expects to load a car next Monday and will continue to load occasional cars throughout the season.

"Manatee expects to have considerably more spring-crop eggplant than normally this season and will load a car the latter part of this week, but the shipments will continue light for nearly a month. The acreage of spring-crop peppers is also heavier in Manatee but the plants are not in the best of condition and it probably will be a month before the movement will take on carlot proportions.

"The Manatee tomato crop gives promise of being a month and a-half earlier than last season, with the first carlots expected about March 15 and heavy shipments by March 30. The plants are in very good condition and fruit is setting well.

"The spring crop of celery has started to move from Sarasota and Manatee. Movement from Sarasota is expected to be light this week and next, with a weekly movement of around 30 cars. Thereafter, the shipments should increase to 60 or 70 cars. Quality is said to be very good. Manatee is shipping around 40 cars per week and will probably continue at this rate throughout the balance of the season."

10b. BRIEF NOTES FROM DENVER

Parts of a letter of February 20 from Bryce Morris, of the Denver office, are quoted below:-

"According to reports received from shippers this week, onion supplies in the Arkansas Valley are estimated around 15 cars and on the Western Slope at 20 to 22 cars. Reports from the Arkansas Valley at this time indicate that plantings for 1932 will exceed the 1931 acreage and may reach 4,000 acres, if the farmers can secure necessary financial aid.

"Trading has been fairly good on the Denver market the past week. Cabbage, cauliflower and lettuce have advanced slightly, - especially cabbage. The weather has been fairly warm for this season of the year, and the truck movement of potatoes from northern Colorado has increased. Dealers and shippers do not anticipate a rise in potato prices, but do expect slightly better demand in April after the boat movement has ceased from Maine to the Gulf ports."

11b. MUCH INFORMATION SENT BY COMMERCIAL WIRES FROM NEW YORK

The following report was received from the New York City office under date of February 19:-

"Below is listed in some detail information relative to the commercial telegrams sent from this office during 1931. These telegrams cover market information requested by individuals and sent collect:-

Number of individuals receiving a wire or series of wires, - 26
Total number of telegrams sent, - 1,143
Approximate number of words included in wires, - 29,572

States to which telegrams were sent and the number of times a wire or series of wires was sent:-

Massachusetts	4	Illinois	2	North Carolina	2	Connecticut	1
California	3	Maine	2	Pennsylvania	2	Oregon	1
New York	3	Michigan	2	Louisiana	1	Canada	1
Colorado	2						

Commodity names included (25) and the number of times a commodity name appeared in a wire or series of wires:-

Potatoes	10	Grapes	3	Celery	1	Honey Balls	1
Lettuce	4	Onions	2	Strawberries	1	Watermelons	1
Tomatoes	4	Beets	2	Corn	1	Beans (string)	1
Peppers	4	Cabbage	2	Prunes	1	Broccoli	1
Peas	4	Spinach	2	Mixed Melons	1	Shallots	1
Cauliflower	4	Peaches	1	Honey Dews	1	Chicory	1
Cucumbers	3						

"The above figures showed a considerable increase over the number of commercial telegrams sent in 1930, during which year but 14 requests were received and a total of 368 wires sent, approximating 9,706 words."

12b. CONSIDERABLE MOVEMENT OF MAINE POTATOES BY TRUCK

About three weeks ago, V. H. Nicholson wrote the following letter from Presque Isle, Maine, in response to an inquiry about truck shipments of potatoes:-

"Growers probably mention the truck movement of Maine potatoes more this season, because they wish to give the impression that there are fewer potatoes on hand than the carlot shipments would indicate. Possibly the truck movement has been over-emphasized because of that reason. However, a moderate volume of potatoes has been trucked from the southern part of Aroostook County, generally from Houlton south, but some loads came from as far north as Caribou. This stock has moved mostly into southern Maine and a few New Hampshire and Massachusetts towns. There are no reports of stock being trucked farther than Boston.

"As for the volume of this movement, the most liberal estimates, when figured on the basis of carlots, would not exceed 15 cars daily. The roads have been open practically all winter, but it would scarcely have been practicable to truck potatoes on a large scale after December 15. A local estimate places the total truck movement at roughly 1,500 to 2,000 cars.

"Maine growers and shippers use the term 'barrel' to indicate 165 pounds net of potatoes. The gross weight of a barrel filled with potatoes is usually figured at 183 pounds, but an 11-peck sack is reckoned the equivalent of a barrel measure.

"While this is the first season I have been in Maine and I am therefore able to give little first-hand information concerning quality, local reports indicate that the general quality of the crop in the northern and central parts of Aroostook County is about average."

13b. A RECENT REPORT ON IDAHO POTATOES

R. G. Risser included the following comments in a letter of February 20 from Idaho Falls:-

"Potato men in Idaho have been confronted with difficult and to some extent impossible hauling conditions for a large part of the winter, and have been expressing opinions as to what will happen when favorable conditions for hauling develop. A much freer movement of the product is generally expected to ensue, when temperatures and roads permit delivery to shipping points of stocks from distant cellars. Warehouse receipts will probably show a marked increase, when trucks displace bobsleds and the time for spring field work draws near."

14b. CELERY CRATES IN SOUTHERN CALIFORNIA

The following information came from Walter Kingsbury, of the Los Angeles office, in a letter dated February 20:-

"The standard celery crate in use in southern California for shipping has an inside measurement at the base of 24 x 21 inches, and is 22 or 24 inches in height. The half-crate measures 12 x 21 inches inside at the base and comes in both the 22 and 24-inch heights.

"A majority of shipments from the Chula Vista district are in standard crates, although the half-crate is an important package. In the Venice district most shipments in the last few months have gone in half-crates, with the standard crate declining in importance. The half-crate, within the past year, has come to be used almost exclusively for the local trade in the Los Angeles market. Shippers estimate that 22-inch and 24-inch standard crates are used in almost equal quantities, with the 24-inch crate slightly in the lead. In the case of half-crates, the 24-inch size is the most commonly used. There is usually, but not always, a slight f.o.b. price differential between the 22 and 24-inch crates, which frequently amounts to as much as 25¢ per standard crate. In other cases, the quality of celery rather than the size of the crate is a determining factor.

"Another celery package has made its appearance on the local market within the past year. It is a small crate, measuring 12 x 21 inches inside at the base, with a height of 13½ inches, and is used for 'hearts' or very small stalks of celery. The tops are cut off flush with the top of the crate. This package is used for the local market only and is never used for shipping, so far as I know. For lack of any generally-agreed-upon trade name for this crate, we have been quoting them in the local market reports as 'pony crates.' Until about a year ago, 'hearts' were packed for the local market in ordinary lettuce crates."

LETTUCE SHIPMENTS from Imperial Valley of California reached new high records for this season on Monday and Tuesday of this week. About 241 cars were forwarded on Monday and 239 cars on Tuesday, with relatively heavy movement on the remaining days of this week.

15b. CODE CHANGES ON "MA" PAGE, EFFECTIVE MARCH 4

On the "MA" (Celery) page of the code, delete

MAC crates
MAL 1/2 crates

and add the following:-

MALUD	22-inch standard crates	(22 x 21 x 24)
MALUF	24-inch standard crates	(24 x 21 x 24)
MALUG	22 and 24-inch standard crates	
MALUJ	22-inch half crates	(22 x 21 x 12)
MALUK	24-inch half crates	(24 x 21 x 12)
MALUL	22 and 24-inch half crates	
MALUM	pony crates	(13½ x 21 x 12)

These additions have been made in accordance with Mr. Kingsbury's letter on the preceding page of this D.L.

On the "NA-NE" page add

UC- 2 inches and larger.

The above was a last-minute addition, which had to be published in this form.

- Editor.

16b. INTERESTING REPORT ON SOUTHERN CALIFORNIA CELERY

W. L. Jackson, of the Los Angeles office, wrote the following letter under date of February 17:-

"Movement of celery from the Chula Vista district of San Diego County has been retarded by heavy rains during the month and, as a result, shipments to date have fallen considerably behind those of the same month last year. Many fields are ready for harvest and shippers have quite a number of orders ahead but are unable to load cars because of the muddy condition of the fields.

"Weather conditions have also been instrumental in causing a large percentage of small sizes in practically all shipments. Cold weather retarded growth, and stock did not make the normal development. This has materially reduced yields, and shipments for the season will fall considerably below early predictions, in spite of a slightly larger acreage in the Chula Vista district this year.

"The quality of present loadings is generally satisfactory, with most stock grading 85% U.S. No. 1 or better. During the early part of the season, growers were anxious to load on account of good marketing conditions and many fields were cut before the stock was properly blanched. Some frost damage was found in most fields, but at the present time this is largely cleaned up.

"Although yields are disappointing, the deal has been considered successful from a marketing standpoint. Present f.o.b. usual-terms prices of $3-$3.25 per standard crate of 4-5 dozens compare with a price range of $2.50-$2.75 for the same period last year.

"Shipping celery from the Venice district of Los Angeles County was largely cleaned up by January 1. Frost damage was serious in all fields, and the quality of present stock ranges from ordinary to poor. Present marketing conditions do not justify the loading of the remainder of the fall and winter celery in the Venice district, and this stock will be sold on the Los Angeles market.

"Spring celery plantings in the Venice district were timed so that the crop would come on the market after Chula Vista stock was out of the way. The plan apparently is working out satisfactorily. Chula Vista should ship from 20 to 25 cars per day up until about the middle of March. The Venice spring deal should start around April 1. Weather conditions, however, will largely influence the above prediction. It is estimated that the Venice spring crop will run about the same as last year or will not exceed last year's crop by more than 10% in volume."

B. C. BOREE,
Specialist in Market News.

TEMPORARY FIELD STATIONS OF MARKET NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N. Y.** D-310 Triangle Bldg.	837	A. L. Thomas H. S. Duncan	Onions Carrots Cabbage Apples Potatoes	Sept. 2 Sept. 2 Sept. 2 Sept. 8 Oct. 5	April 9 May 21 March 26 May 21 May 21
PRESQUE ISLE, ME.** Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 10	April 30
WAUPACA, WIS.** Court House	894	A. M. McDowell	Potatoes	Sept. 15	March 26
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 17	May 7
BROWNSVILLE, TEXAS ** Chamber of Commerce	931	W. D. Googe	Citrus Vegetables	Oct. 15 Dec. 7	March 31 June 1
WINTER HAVEN, FLA.** DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.** 412 P.O. Bldg.	895	R. E. Keller	Onions Potatoes	Oct. 31 Oct. 31	April 2 May 14
POMPANO, FLA.** Walton Hotel	937	J. B. Owens	Beans Peppers Tomatoes	Jan. 6 Jan. 6 Jan. 28	April 15 April 15 April 15
SANFORD, FLA.** City Hall Bldg.	910	B. E. Surry	Celery	Jan. 11	April 16
PLANT CITY, FLA.** Hotel Plant	850	R. M. Peterson	Stbr.	Jan. 18	March 10
BRAWLEY, CALIF.** Planters Hotel Bldg.	933	A. E. Prugh	Lettuce	Jan, 25	March 19
The following station probably will open on date indicated:					
HAMMOND, LA.	802	R. L. Sutton	Stbr.	March 4	May 14

** State cooperating

W. F. Cox in San Francisco

H. E. Rutland at Brooksville, Fla.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

INSPECTION SERVICE

1c. CORRECT TEMPERATURES

It is very important at this season of the year to get adequate and correct temperature readings on strawberries and other highly-perishable products. It is usually necessary to insert the thermometer at a second place in cars of strawberries, asparagus, etc., in order to obtain correct temperature readings. When only one insertion is made, the temperature reading may be one or two degrees too high and, because of this, all inspectors are instructed to insert their thermometer in the product a second time before recording the temperature on the note sheet.

2c. SUMMARY OF REQUIREMENTS FOR EXPORT FORM CERTIFICATES

Instructions have been published from time to time in the Division Letter regarding requirements for Export Form Certificates. These are now summarized below, in order that all inspectors may have an up-to-date list:

Requirements For Export Form Certificates

1. Name and address of grower, shipper, or other person responsible must appear.
2. Variety, grade, and size must be correctly marked.
3. Spray residue (not over world tolerance of .01 grain per pound of fruit).
4. Apple maggots (free from).
5. Not more than 5% serious worm injury (meaning any injury that cannot be classed as healed stings); not more than 10% to individual sample permitted.
6. Certificate must not be restricted.
7. At shipping point, all lots in the car must be covered by the certificate.

3c. PROXIMITY TO LIVE WIRES IS DANGEROUS

Since the publication of Par. 8c in last week's Division Letter, a more-detailed report has been received regarding the fatal accident in Bronx Produce Yards, New York City. One of our New York inspectors has sent further information, as follows:

"This accident happened about the time I was in these yards. I did not see it, but heard about it. This man did not come in contact with the live wire. His head just got near it. I don't know how near, but several men have been killed by climbing on top of cars in the Bronx Produce Yards. I have been told that on damp days the spark will jump three feet to a man's head. There are several yards between here and New Haven, where we have to inspect perishables and there [illegible] overhead wires. I climbed up several times a few years ago, before I learned better."

R. C. BUTNER,
Specialist in Inspection.

- SEE Par. 4c on Page 124 of this D.L.

REGULATORY ACTIVITIES

1e. PUBLIC HEARINGS UNDER P.A.C. ACT

The following hearings under the Perishable Agricultural Commodities Act have been announced by the U. S. Department of Agriculture. C. P. Dorr, of the Solicitor's Office, will conduct these hearings, and the official stenographer will be Mrs. J. H. Sullivan:-

Date	Place	Parties Involved
Feb. 25	Pittsburgh	English & Oliver vs. Jesse V. Meller
Feb. 26	Pittsburgh	Bernstein-Hehman Co. vs. Agricultural Exchange
Feb. 27	Pittsburgh	Thos. Morris Produce Co. vs.Pittsburgh Tomato Co.
Feb. 29	Canton,Ohio	O'Donnell-Dunn Co. vs. Shaeffer-Black Co.
March 1	Cleveland	W. W. Barron vs. Thos. M. Zingalie
March 2	Toledo	Carl E. Wimer vs. Frick Bros.
March 3	Toledo	Carl E. Wimer vs. Moore-Shields Co.

2e. NEW ORLEANS SHIPPER AWARDED DAMAGES UNDER P.A.C. ACT

The Secretary of Agriculture has ordered C. A. Kerr & Co., of Chicago, to pay $416.60 to John Bonura & Co., of New Orleans, as the result of a complaint filed under the Perishable Agricultural Commodities Act.

Kerr bought two cars of cabbage from Bonura, with the understanding that the cabbage was to be of medium size. The cars were delivered to Kerr at St. Louis and, upon arrival, he turned them over to other parties for sale and thereafter failed to account in full, alleging that the cabbage was large instead of medium. Kerr presented statements from the parties who handled the cabbage to substantiate his contentions, while Bonura relied on inspection certificates issued by the United States Department of Agriculture. The Secretary holds that the description of the cabbage in both cars, as found by the Department inspector, comes within the term "medium size" as recognized by the Department and by the trade in general, and that Kerr after having accepted the cabbage had failed and refused to account fully for the purchase price. The Secretary therefore issued an award of damages in the sum of $416.60, and ordered that the facts be published by the Bureau of Agricultural Economics.

3e. P.A.C. ACT CASE DECIDED IN FAVOR OF NEW YORK CITY FIRM

The Secretary of Agriculture has ordered the M. H. Watson Sales Agency of Walla Walla, Washington, to pay to William Shapiro, Inc., New York City, the sum of $300, plus interest, as the result of a complaint filed under the Perishable Agricultural Commodities Act.

In July, 1930, Shapiro bought from Watson five cars of Italian prunes at 42½¢ per lug f.o.b. shipping point, paying a deposit of $100 on each car. When the broker, Merrill & Cox, Inc., presented copy of the confirmation of sale to Shapiro, he objected to its wording, stating that he ordered 18-pound prunes, and was told that was what he was getting. Shapiro insisted that the stipulation be inserted in the confirmation and the following words were added: "Labeled lugs, full pack, not less than 18 pounds." A copy of the confirmation of sale with the added provision was forwarded to Watson,

and shipment of the five cars followed. When the first two cars arrived, they contained 16-pound prunes and Shapiro advised the broker that, if the other cars were like these, he would not accept them. When the third car arrived, it was the same as the first and second cars and, for that reason, Shapiro rejected and refused to accept the third, fourth and fifth cars. Shapiro contended that rejection was justified and asked for a return of the $300 advance paid by him on these last three cars.

The evidence showed that, while 16 pounds was the customary net weight for the suitcase pack, with the introduction of face-and-fill pack several shippers have specialized in putting into the same sized container 18 pounds of prunes. Evidence was introduced to show that the 18-pound package has had an extensive sale in New York City and that a greater sale price was received for it than for the 16-pound package. Watson claimed that the specification of 18 pounds referred to the gross weight of the package. Shapiro claimed that it meant 18 pounds net of prunes. The Federal Food and Drugs Act provides that food in package form shall be deemed to be misbranded, if the quantity of the contents is not plainly and conspicuously marked on the outside of the package. It is clear, therefore, that when packages of prunes are labeled the weight stated refers to contents and not the gross weight of the package; that when Shapiro used the word "labeled lugs" he had reference to a label showing among other things the net weight of the contents. It must be assumed that the parties intended to make a valid and lawful contract. The parties having stipulated a weight of 18 pounds, and the law and regulation requiring that the package be labeled so as to show weight of contents, the language must be construed as applying to the net weight of the prunes.

Watson contended that Shapiro bought five cars, making a part payment of $500, and that the contract was therefore entire and Shapiro, having accepted the first two cars, thereby accepted all the cars. The Secretary holds that the broker's confirmation of sale is so worded that the sale contract should be treated as a divisible one. He says also that the respondent had the undoubted right to inspect these cars upon arrival, to see if the contents thereof complied with specifications. To say that acceptance of the first and second cars that arrived is deemed acceptance of all the cars would deprive Shapiro of any practical benefit of his right of inspection. Shapiro's right to reject the last three cars is upheld. The Secretary, therefore, dismissed Watson's complaint and ordered that Watson should return to Shapiro the $300 paid on the last three cars, together with interest amounting to $21. It was also ordered that the facts be published by the Bureau of Agricultural Economics.

4e. COMPLAINT AGAINST PROVIDENCE BROKERAGE FIRM IS DISMISSED

The Secretary of Agriculture has dismissed the complaint brought under the Perishable Agricultral Commodities Act by H. Falk & Company, of New Bedford Mass., against the E. P. Gearin Brokerage Company, of Providence, R. I.,

Falk's complaint was that Gearin had made a false and misleading statement in representing that he had diverted a car of pears in green condition from New Jersey to New Bedford for the fraudulent purpose of effecting a sale. This was the car of pears which was the subject of the complaint by the C. H. Holtzinger Fruit Company, of Yakima, Washington, against Falk, which case was decided against the latter. (See D.L. for January 15, Page 33) Gearin acted as broker in that transaction. In that case, the Secretary held

that the pears complied with the contract, and in the present case he holds that Gearin acted in good faith and did not fraudulently or otherwise misrepresent the facts when the pears would arrive in New Bedford.

F. G. ROBB,
In Charge, Regulatory Branch

OFFICE NOTES:

R. L. Spangler plans to leave Washington on Monday and proceed to Rochester and other points in western New York. He will confer with growers, canners and State representatives regarding the possible experimental use the coming season of the suggested U.S. Standards for Sweet Corn for Canning. Mr. Spangler may be absent for a week.

Wm. E. Leigh, of the Standardization and Research Project, returned to Washington last Saturday after a month's field investigations relative to various grades for fruits and vegetables. Robert G. Hill is expected back at his desk tomorrow, after being in the field for three weeks in the interest of U.S. grades for peanuts.

Robert Bier, of the Washington inspection staff, met with a class of students from Maryland Agricultural College at the wholesale market on Florida Avenue, N. E., yesterday afternoon and talked to these 12 young men regarding the inspection service and then had them participate in an actual grading demonstration on potatoes. The class is specializing in food products inspection work at the College.

A. E. Mercker, Secretary of the Interstate Early Potato Committee, is spending the last three days of this week in Baltimore, Philadelphia and New York. He is interviewing fertilizer manufacturers regarding output of fertilizer and the distribution of this season's tonnage as compared with last season's in the early potato producing sections of the East. He will also confer with bankers and potato dealers, to ascertain whether there have been any last-minute large advances made for the production of early potatoes.

R. L. Sutton, who has been in charge of the Rochester office of the Market News Service since last fall, is expected to stop at the Washington office on Monday, en route to Hammond, La., where he will open the service on strawberries, beginning about Friday, March 4. A. L. Thomas and H.S. Duncan, of the New York State staff, will be jointly in charge of the market reporting work at Rochester until the end of the active season.

B. H. Rowell, of the Chicago inspection staff, spent this week in Milwaukee, substituting for H. A. Arenz, who has been ill.

J. W. Coleman, in charge of market reports at New Orleans, was called to his home in West Virginia a week ago, because of serious illness of his father. He hopes to return to duty by Monday of the coming week.

OFFICE NOTES (CONTINUED):

J. D. Hamilton, of the Portland market-news office, left for Spokane last Monday night and has been visiting various shipping sections of the Northwest in the interest of f.o.b. reports. He probably will return to his headquarters by next Monday. R. L. Ringer, inspector, has been in charge of the market reporting work at Portland this week.

Robert B. Landrum, of the Tulsa, Okla., inspection office, advises us that his residence address in Tulsa has been changed to 1341 East 33rd Place. Please note this change on all copies of the inspectors' address list.

A number of field offices reported that they had not received copies of last week's Division Letter, dated February 19. Evidently some copies must have gone astray in the mails. If any other office has failed to get the last D.L., please advise the editor at once.

INSPECTORS, PLEASE NOTICE:

4c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be added to List of Past-Due Accounts:

Atlantic Commission Co.,	Dallas, Texas	$8.00
Moore Trading Co.,	Fort Worth, Texas	8.00
Anderson King Co.,	Weslaco, Texas	4.00
Stuart Sherrard,	Martinsburg, W, Va.	5.24
A. H. Lendt,	Lock Berlin, N. Y.	1.00

The following should be taken from List of Past-Due Accounts:

Ross A. Hatch,	Altoona, Pa.	$15.77
Kistner Brothers,	Zolfo Springs, Fla.	14.23
Max Gold,	Bridgeport, Conn.	12.02
Alabama Food and Produce Co.,	Mobile, Ala.	4.00

R. C. BUTNER

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 9 March 4, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. HOW JAPANESE ORANGES ARE PACKED AND SOLD

Some time ago, the Seattle office answered an inquiry regarding Japanese oranges. Part of the letter is quoted below, for information of all employees of this Division:

"According to a local firm which handles practically all of the Japanese oranges coming into the Northwest, there were four shipments into Seattle this season, aggregating about 75,000 bundles. Vancouver, B.C., and Victoria received approximately 100,000 bundles, while 175,000 to 200,000 went to interior Canada. Whether any receipts have been made at other American ports, I cannot say definitely. Most of Seattle's arrivals have been confined to this market and a smaller portion to Portland and intermediate points. These oranges are packed in small wooden boxes, two boxes tied together with small rope to form what is called a bundle. Each box is marked as weighing 9 pounds net when packed,- about 55 oranges to the box. Storekeepers break up the bundles and sell either by the individual box or possibly by the dozen. Seattle prices for the season have ranged $1.60-$1.90, mostly $1.65-$1.75 per bundle."

2a. STORAGE HOLDINGS IN CALIFORNIA

The San Francisco office published the following report on storage holdings in the State of California, in a bulletin dated February 20:-

TOTAL COLD-STORAGE HOLDINGS

Commodity	Feb. 15, 1932	Jan. 30, 1932	Feb. 15, 1931
Apples (boxes)	1,152,767	1,328,955	2,041,248
Pears (lugs and boxes)	179,600	199,306	207,453
Onions (sacks)	113,667	136,961	89,307
Potatoes (sacks)	84,303	58,623	220,961

TOTAL PUBLIC WAREHOUSE (Dry-Storage) STOCKS

Onions (sacks)	0	393	19,974
Potatoes (sacks)	40,277	31,792	141,563

3a. PENNSYLVANIA NOW USING MORE HOME-GROWN APPLES

A marked shift from western apples to the use of Pennsylvania-grown apples has been taking place in that State during recent years, according to George A. Stuart, Director, Pennsylvania Bureau of Markets. Whereas truck shipments from neighboring States have increased, the annual rail receipts of apples from outside sources have decreased at 15 Pennsylvania cities approximately 2,000 cars in recent years, compared with 1923.

Mr. Stuart says that it is becoming more difficult each year for growers in distant States to market apples in Pennsylvania cities in any but short-crop years. The Keystone State growers are reported to be grading and packing to higher standards than formerly, and consumers are said to becoming aware of the superior quality of Pennsylvania fruit, when well-graded, sized and packed.

(Page 125)

MARKET NEWS SERVICE

1b. HIGHER PRICES FOR MICHIGAN ONIONS

R. E. Keller wrote as follows from Grand Rapids, Mich., in a letter of February 27:-

"The long-expected strengthening of the onion market has finally materialized. During the past week, f.o.b. prices advanced sharply and the demand has been very active. Wire sales are now being consummated f.o.b. western Michigan points on a usual-terms basis at $2-$2.50 per 50-pound sack of U.S. No. 1 yellows, according to the size, with most of the medium and large stock moving at figures between $2.25 and $2.50. Previously to this, the top price for the best onions was $2.15, with one or two isolated cars at a higher figure. Available supplies of old-crop onions are clearly short and, if the weather stays at all cool, the deal should end [illegible] strongly. Recent count indicates that from 200 to 225 cars are still on hand; so it is likely the total carlot movement will be a trifle over 2,600 cars for the season. This will be less than half the forwardings of a year ago, when shipments for the season amounted to 5,500 cars.

"Little change has been noted in the Michigan potato situation. The demand has continued slow, with the market remaining dull and weak. Farmers have been offering stock in only moderate quantities, selling very hesitatingly at the present prices. The weakness developing in Maine and western New York is causing Michigan f.o.b. sales to drop in sympathy. Shippers are operating on a very narrow margin. The truck movement continues to supply practically all the Michigan markets, including Detroit. Rail forwardings to date total 4,777 cars. A year ago at this time, less than half the total rail shipments had been moved. If this season's loadings correspond to last year's, it appears that Michigan will ship between 8,000 and 9,000 cars of potatoes. Shippers' estimates vary from 7,000 to 9,000 cars."

2b. EARLY ARRIVALS OF ASPARAGUS IN NEW YORK CITY

S. W. Russell, of the New York staff, submitted the following information in a letter dated February 26:-

"This morning a second shipment of Florida asparagus arrived on this market. It is believed that the few crates received on February 20 were the first this season. The stock offered this morning was small and of good quality, and packed in an elongated pyramid crate, holding two-dozen bunches. However, the bunches were smaller than the regular California bunch. The crate resembles the narrow pyramid crate, shipped from the State of Washington, but is about twice as large. This office has no record of arrivals of asparagus from Florida in past seasons and, according to information received from various representatives of the trade, this is the first that Florida has shipped to this market.

"It appears that the season on asparagus in the southern sections is quite early this year. To date this market has received small shipments from Texas, South Carolina, Georgia, Alabama, California, Florida, Argentine, and hothouse stock from Ohio."

EXPORTS OF ORANGES from the United States in the calendar year 1931 were 4,849,000 boxes, valued at $13,255,000, compared with exports in 1930 of only 2,236,000 boxes, valued at $11,468,000.-(from Commerce reports)

3b. IDAHO POTATOES DEVELOP HEAVY SHRINKAGE

R. G. Risser sent the following report from Idaho Falls on February 26:-

"Idaho potatoes are reported to be showing even more than the usual mid-season loss in the grading operations. With the quality of the crop estimated at only 53%, compared with a 10-year average of 89% of good grade, and with a smaller percentage of U.S. No. 1's than ever before, a large percentage of unmarketable potatoes was to be expected. With markets generally well supplied and prices very low, it has not been possible to move the inferior potatoes except for livestock feed. The natural consequence is heavy loss on account of the high percentage of culls.

"In addition to the quality and price factors, however, the condition of the potatoes is also proving of unusual importance in causing shrinkage. While decay is always expected late in the season, it is said to have appeared earlier and in larger quantities than ordinarily. The exceptional development of decay is attributed to three conditions:- abnormally warm weather at the beginning of the storage period, the long duration of low mid-winter temperatures, and the heavy snows which interfered with adequate ventilation of farm cellars and pits.

"Altogether, it is quite possible that the percentage of the total Idaho crop entering the carlot movement will be lower this season than for many years."

4b. FLORIDA BEAN PRICES UP AND DOWN

The following letter of March 1 came from J. B. Owens, at Pompano, Fla.:-

"The local bean market was very active during the first part of the week ending February 27, and prices advanced as high as $2.75-$3 per hamper of best Bountifuls on Wednesday, the 24th. These, however, were the highest prices for the week, as the market began to decline the following day, and Saturday's market closed with the best Bountifuls selling at $2-$2.25 a hamper. The chief cause for this sharp increase in prices was purely speculation on the anticipation of the movement being considerably lighter. This anticipation might have become more of a reality had the dry hot weather continued, but several hard showers fell on Tuesday and Wednesday and it was soon realized that, with these beneficial rains, the movement would continue in too large a volume to warrant the prices being paid. With the recent rains, it now looks as if the present volume of shipments will continue for about two weeks longer, after which time the shipments from this section should be materially lighter.

"The quality of the peppers now being shipped is very inferior to that of the first part of the season. The long dry spell has so affected the quality that from 50% to 60% of the shipments are being packed as choice or second grade. The market here continues dull and weak, with the first grades selling mainly at $1 and choice or second grade at 50¢ a crate. Approximately 45% of the shipments during the past week went by boat, destined mainly to New York.

"Tomato shipments are increasing, as the main crop in south Florida is now being harvested. Practically all shippers are reporting a very light demand, and much stock is being consigned. This is particularly true of the second-grade stock, which constitutes a large part of the movement. There is very good demand for a few special marks but, generally speaking, the f.o.b. market is in a very dull and weak condition."

GRAPEFRUIT EXPORTS in year 1931 reached high total of 1,341,000 boxes, an increase of 51% over exports for the year 1930.

5b. INTERESTING REPORT ON IMPERIAL VALLEY CROPS

A. E. Prugh, of the Brawley, California, office, wrote as follows in a letter of February 28:-

"The rainy spell in Imperial Valley came about a week later than the one of last year and it was hailed as a market savior. Shipments of around 200 cars of lettuce a day, starting February 8, had forced the f.o.b. price down to a range of $1.10-$1.40 on crates of 5 dozen heads. Very few 4's were being loaded. Some buyers were claiming that at least 25 cars a day additional were being loaded, on account of the use of the small crates. It was apparent that many 6's were being packed as 5's. It was also obvious that, had shippers stopped loading 6's early in February -(a size which was congesting eastern markets), they could have held a fairly good market on 5's. The buying power was in the Valley,- about 70 buyers of various sorts,- and the f.o.b. market was consistently too high, compared with sales in the East.

"The rainy period, even though it practically stopped shipments except from cars that had been held on track or from stock in sheds or that cut from sandy soil, did not accomplish the desired result. From February 17 to 20, inclusive, shipments averaged only 47 per day, but track holdings in 14 eastern markets moved up to 702 cars by the 23rd as a result of the previous heavy movement. With a price of $1.25-$1.35 on the 18th and only 33 cars out the 19th, cars billed that day sold at $1.75-$2, but the advance was short-lived and in a couple of days the price reacted to $1.10-$1.25. At present, there is a range of $1.15-$1.35 per crate.

"After the rain, shipments jumped to 241 cars on February 22 and 239 on the 23rd. Shippers were afraid of loss from bursting and other defects, and had their cutting crews working overtime. The weather also turned considerably warmer, being around 90 degrees maximum on the 27th. Shipments averaged 211 daily from the 21st to the 27th inclusive. This movement will be arriving in the Middle West the coming week, and track holdings on 14 markets are again expected to exceed 700 cars. At least 2,500 cars should move during March, as better yields and larger sizes are expected since the rain.

"For several days no cars were grading U.S. No. 1, but, with new fields of No. 6 variety coming on, this situation improved. Classification of the 86 cars inspected on February 27 was as follows:

U.S. No. 1.....	7	65% U.S. No. 1.....	1
85% U.S. No. 1.....	33	60% U.S. No. 1.....	2
80% U.S. No. 1.....	25	55% U.S. No. 1.....	2
75% U.S. No. 1.....	4	50% U.S. No. 1.....	1
70% U.S. No. 1.....	8	No grade.....	3

Defects are mostly tipburn on outer head leaves, cracked ribs, and bursted heads. Solidity has been generally good but, since the rain, new fields are showing more fairly-firm stock.

"Last week, lettuce did not move into consumption as rapidly as conditions seemed to justify. With Lent and favorable weather in the East and only 300 cars arriving in the Middle West for a five-day period, track holdings dropped to only 490 cars on Saturday, the 27th of February. One large distributor in Chicago advised that dealers could not understand the cause of the light demand.

"The Yuma, Arizona, district is expected to furnish competition by March 10 or 15. That district usually has a successful spring season, as it comes on when Imperial is tapering off and before Phoenix lettuce movement is heavy. Reports from Phoenix indicate that most of the crop will come on in April, but movement may start around March 20. Continued warm weather, how-

ever, may change the situation.

"Good prices brought on heavier carrot shipments the past week. Muddy fields had stopped harvesting for a few days. Then three cars moved out on Sunday, the 21st, at $2.65 but, with movement increasing to 20 cars a day by the 27th, the price dropped to about $2. This is a very good price for carrots, however, with a general yield of three-fourths car per acre, loading being about 356 crates to the car. Last year the f.o.b. price at this time was $1.25. Shipments should continue at 15 to 20 cars per day for the next 10 days. There has been a tendency to harvest carrots too small and immature, without proper color, although some fairly-good stock moved last week.

"Peas started to move at a rate of about three cars per day last week and the opening price was as high as $6 per crate, f.o.b. Reports from Mexico indicate that stock there is rapidly cleaning up and that Imperial Valley should have a good pea deal.

"The first pool car of asparagus was shipped on February 27. Imperial Valley asparagus has been moving to Los Angeles in a small way since the last week in January. On February 26 it sold at $9.50-$10 for Extra Fancy, $8-$9 for Fancy, and $7-$7.50 for Extra Choice grade.

"One shipper at Calexico has about 20 cars of anise, which will start about March 10 and probably all move to New York City.

"Imperial Valley squash is now moving to Los Angeles at a rate of about 100 crates daily, with prices high at $3.75-$4 per crate.

"One shipper has experimented this season with 40 acres of early tomatoes in a new district near Niland, in the north end of the Valley. Tomatoes from this district sold in Los Angeles at $4 per four-basket crate on January 30. On February 24, they were selling at $3-$3.50.

"Last week an occasional car of chicory was billed to the New York market. Imperial Valley has a light acreage of cabbage this season, about 330 acres. Shipments reached 9 cars on February 26. The cash f.o.b. market opened around $35 per ton, crates extra, and was $25 on February 27. Movement has been mostly to Pacific Coast markets, but some cars are billed to Chicago and New York."

6b. RECENT NEWS REGARDING FLORIDA CELERY

B. E. Surry wrote as follows from Sanford, Florida, on February 29:-

"Ideal growing weather, along with improved quality and a decrease in shipments last week, brightened harvesting prospects for the spring crop of celery. A good heavy rain, that would have helped much in the fight against worms, failed to materialize. Opening up of new fields, damaged less by worms and blight, and a considerable decrease in loadings out of Sanford contributed to a better feeling locally. With the early crop now harvested, Florida's shipments decreased to 390 cars last week, compared with 435 the preceding week. Lighter movement is predicted for the present week.

"Wire inquiry was fairly good for best-quality stock. Probably 90% of the celery is being washed, in order to combat activities of worms while the celery is in transit. On Thursday of last week (February 25), the regular shipment of 10's was resumed."

7b. ADDITIONAL SUMMARIES ISSUED

The following additional summaries have been distributed this week:-
"Marketing Eastern Shore Cucumbers, 1931 Season," by V. H. Nicholson.
"Marketing Mississippi Tomatoes, 1931 Season," by J. B. Owens.
"Marketing Florida Potatoes, 1931 Season," by B. E. Surry.

8b. A RECENT REPORT FROM THE RIO GRANDE VALLEY

The following information came in a letter of February 28 from W.D.Googe, of the Brownsville office:-

"Cabbage prices in the lower Rio Grande Valley during the past week took an upward trend, advancing from mostly $20 per ton to growers to a range of $27.50-$30 per ton. The local market was reported firm at these prices at the end of the week, notwithstanding a light demand from the large terminals. Most of the good-quality stock was being taken by cash buyers at $1.60-$1.65 per lettuce crate, an advance of about 30¢ over the prices which prevailed a week before. Quality continues to be an important factor, since the present cuttings suffered during the growing period from warm weather and insect damage. Good rains around the 20th of the month, followed by cooler weather, have been beneficial to the later plantings, which will be ready for shipment about the middle of March.

"Beets and carrots were easier. Little change was reported in carlot prices, but prospects of increased shipments from competing sections caused the shippers to be much more cautious about contracting for these commodities on an acreage basis. Beets dropped as low as 25¢ per lettuce crate in the field, and carrots ranged from 75¢ to $1.50, according to quality and the date they will be ready for harvest.

"Snap beans are moving at the rate of four or five straight cars daily and probably double that quantity in mixed cars. Quality has been getting better since the first of the week, and quotations are generally being made on the basis of 80% or more U.S. No. 1. Market conditions improved toward the end of the week, and usual-terms sales were reported around $2 per bushel hamper. Prices to growers advanced from around $1.25 to $1.50 per bushel of best stock.

"The citrus situation was practically unchanged. Grapefruit continued weak, while oranges were in fairly good demand. The former was being sold by growers to independent shippers at 25¢-30¢ per bushel on the trees, whereas oranges were generally bringing about $1.

"The movement of vegetables from the Corpus Christi-Robstown area will begin in earnest about March 15. Crops are doing well since the rains about 10 days ago. If no unfavorable weather conditions prevent, it now appears that this section will be shipping a considerable volume of cabbage, beets, carrots and radishes before the end of March. A few cars of onions are expected in April, but the general movement will not begin until about May 15. The harvest of commodities from this district is calculated from the time of rains since planting, for much of the seed lay dormant in the ground which lacked sufficient moisture for germination."

9b. LOW TEMPERATURES REPORTED IN NORTHERN MAINE

The following items of interest were included in a letter of February 27 from V. H. Nicholson, at Presque Isle:-

"Cold weather prevailed in northern Maine during the first part of last week. Temperatures as low as 25 degrees below zero were reported from some districts, and the official reading here at Presque Isle was 19 degrees below. As a result, deliveries to the shippers' warehouses were very light, and there was a firmer tone in the street market. The weather has moderated slightly during the past two days, and deliveries have been heavier. The price to growers today is probably 35¢-40¢ bulk per barrel. Growers seem willing to sell at the prevailing prices.

"Despite the cold weather, carlot shipments have continued at about the same rate as a week ago, but most of this stock has come from the warehouses. Shippers report a rather slow demand at about 80¢ sacked per cwt. delivered in Boston, or the equivalent of 38¢ f.o.b. Presque Isle. The volume of sales has probably been heavier than a week ago, but it appears as if some stock is being consigned.

"The shipments of certified seed stock during the past week amounted to 148 cars, of which the greater part was Cobblers intended for Virginia. Certified Cobblers are bringing about 70¢-85¢ per 10-peck bag on an f.o.b. basis. A few cars of Green Mountains have sold at approximately the same level. Shipments of certified Cobblers to date amount to 688 cars, compared with 843 to the corresponding date last season."

10b. WESTERN NEW YORK APPLES AND CARROTS IN FIRMER POSITION

A. L. Thomas included the following information in a weekly report from the Rochester office. It is dated March 1:-

"The demand for apples has shown some improvement this week and prices advanced about 10¢ per bushel. F.o.b. sales were confined mostly to Baldwins, with a few Rhode Island Greenings. The movement this past week filled 336 cars, bringing the total to date this season to 6,345 cars, which is still less than half the movement to this time last year. Fully 60% of the stock moving was either consigned or shipped joint-account. A wider distribution was noted this week, many cars rolling to small towns in New England, Pennsylvania and the West.

"Carrots continued in a firm position. Local shippers estimate that between 100 and 125 cars remain to be moved, which includes those owned by soup companies and stored in this section. F.o.b. prices advanced this week, but shippers were still reluctant to sell, even at the advanced level. A few sales of stock for future delivery in 100-pound sacks were made as high as $2.75.

"The movement of onions this week was relatively light. A firmer undertone was noted and most dealers are not anxious to push sales, feeling that they have fully another month before there will be much competition with the new stock from the South.

"Demand for cabbage has been rather light. Growers and dealers report that many storages are being cleaned up rapidly, and some of the stock now moving is coming from cold storage.

"Trading in potatoes has been draggy and f.o.b. sales held about steady. Prices to growers dropped to 20¢-25¢ per bushel, compared with 25¢-30¢ last week."

11b. OUTLOOK CHARTS ON POTATOES AND TRUCK CROPS

With this Division Letter, each market-news office will receive a copy of a booklet containing 25 pages of graphic charts prepared in connection with outlook reports on various vegetable crops. These charts relate to 13 crops:-

Potatoes	Celery	Peppers
Snap Beans	Cucumbers	Asparagus
Cabbage	Eggplant	Tomatoes
Carrots	Onions	Watermelons
	Green Peas	

A similar booklet relating to fruits will be issued in the near future.

12b. HEAVIER MOVEMENT OF WISCONSIN POTATOES

The following report came from A. M. McDowell, at Waupaca, under date of February 28:-

"Shipments of Wisconsin potatoes during the past two weeks have averaged about 400 cars, which is greater than at any time since the middle of last September. Despite the heavier movement and the fact that the track price in Chicago declined about 5¢, f.o.b. prices have held up fairly well, most cars having been sold at 55¢-57¢, with occasional sales as high as 60¢ per cwt. Prices of unclassified stock have been fairly constant at 48¢-50¢, although some were reported lower.

"The weather in the past week has been almost springlike, and deliveries to warehouses increased considerably. This has been interpreted by some dealers as an indication that growers are a little more disposed to sell at prevailing prices, rather than attempt to hold on longer in the hope of realizing a higher price later. Two other factors, however, are no doubt responsible to a great extent for the heavier haulings. The haulings had been very light for the previous two weeks because of icy condition of roads, and there were probably some forced sales from those who depend upon their potato crop for ready cash. Some sales were also probably forced by the necessity of raising cash for taxes, which are payable March 1.

"Prices to growers ranged from 30¢ to 40¢ for U.S. No. 1 stock, with as much as 45¢ paid at a few stations. Unclassified stock brought mostly 30¢, with some at 35¢. Competition has been quite keen among dealers, although in most cases margins have been so small that they have scarcely been able to realize brokerage on their transactions.

"What inroads the trucks will be able to make in the spring is problematical, but some dealers have been encouraged by their success in marketing unclassified stock are of the opinion that they have the advantage over this type of competition. Carlot prices have been 5¢-10¢ lower than on U.S. No. 1 stock, but dealers have been able to pay growers within 5¢ of the U.S. No. 1 price because of lower handling costs. Much of this stock is shipped in used bags, which means a saving of nearly 5¢. Grading costs are also lower, and the increased volume permits of a slight reduction in overhead."

13b. ABOUT 236,000 CARLOADS REPORTED FOR NEW YORK CITY IN 1931

The very complete annual report of unloads in New York City for 1931 shows a total of 194,241 carloads received by rail, boat and in l.c.l. shipments. In addition, 41,617 carloads came by truck to the jobbing markets and farmers' markets in New York, making a total of 235,858 carloads reported. The annual report shows unloads of 71 vegetables, 40 fruits, berries and melons - as well as a number of miscellaneous commodities, making a total of about 125 products. A recent letter from E. R. Biddle included the following:-

"The report shows some interesting developments in the growth of truck movement. Carlot receipts from New Jersey have dropped from about 8,800 cars in 1926 to about 864 cars in 1931. Receipts from Maryland and Delaware also show a decided decrease. The total carlot receipts for the year were about 6,000 less than for 1930. Some of this is taken care of by increased truck receipts, but the decrease would be more outstanding if it were not for the record receipts of citrus fruits in 1931.

"Among the new commodities listed this year is the Cipolino, a small onion grown mostly in Morocco. The 1931 report shows the equivalent of two cars in December, but this year (1932) we shall have several cars. This vegetable has been on the market before in limited quantities, but this is the first time we have been able to show it in our unload records." - B. C. BOREE.

TEMPORARY FIELD STATIONS OF MARKET NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y.* D-310 Triangle Bldg.	837	A. L. Thomas H. S. Duncan	Onions Carrots Cabbage Apples Potatoes	Sept. 2 Sept. 2 Sept. 2 Sept. 8 Oct. 5	April 9 May 21 March 26 May 21 May 21
PRESQUE ISLE, ME.* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 10	April 30
WAUPACA, WIS.* Court House	894	A. M. McDowell	Potatoes	Sept. 15	March 26
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 17	May 7
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus Vegetables	Oct. 15 Dec. 7	March 31 June 1
WINTER HAVEN, FLA.* Dewitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.* 412 P.O. Bldg.	895	R. E. Keller	Onions Potatoes	Oct. 31 Oct. 31	April 2 May 14
POMPANO, FLA.* Walton Hotel	937	J. B. Owens	Beans Peppers Tomatoes	Jan. 6 Jan. 6 Jan. 28	April 15 April 15 April 15
SANFORD, FLA.* City Hall Bldg.	910	B. E. Surry	Celery	Jan. 11	April 16
PLANT CITY, FLA.* Hotel Plant	850	R. M. Peterson	Stbr.	Jan. 18	March 10
BRAWLEY, CALIF.* Planters Hotel Bldg.	933	A. E. Prugh	Lettuce	Jan. 25	March 19
HAMMOND, LA. P. O. Bldg.	802	R. L. Sutton	Stbr.	March 10	May 14
The following stations probably will open on dates indicated:					
HASTINGS, FLA.*	851	W. D. Hull	Potatoes	March 14	April 30
BRADENTON, FLA.*	850	R. M. Peterson	Vegetables	March 15	May 21

* State cooperating.

W. F. Cox in San Francisco H. E. Rutland at Brooksville, Fla.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

INSPECTION SERVICE

1c. CANNERY TOMATO INSPECTION RECORDS IN INDIANA

The following interesting report came from J. E. Dickerson, Federal-State Supervising Inspector, with headquarters at Indianapolis, Indiana:-

"We have completed the tabulations on the cannery tomato inspection work for last season and find that we inspected approximately 100,000 tons. We inspected at 57 different plants, using 62 inspectors, in addition to the man who was making color tests in the field, the Assistant Supervisor, and the man who made color tests on the finished product.

"The cost of inspection to the canner ranged from approximately 13¢ at one of the larger canneries to 34¢ at one of the smaller canneries, the average being around 19¢ per ton. The majority of the canners paid the growers $12 per ton for No. 1's and $7 for No. 2's. The flat rate at those canneries that did not use inspection was $10 per ton in most instances.

"We found a wide variation in the quality of the product in different parts of the State. For example,- the No. 1's ranged from approximately 16% at some factories to 41% in others; the No. 2's from 50% to 78%, and the culls from 2% to 10%. On the average, the quality was considerably poorer last season than it has been for the past four years, as the following table shows:

Year	% of No. 1's	% of No. 2's	% of Culls
1927	30.40	50.60	19.00
1928	47.19	47.42	5.39
1929	51.00	45.81	3.19
1930	49.11	45.25	5.64
1931	30.91	62.45	6.64

"The following statement also gives an idea of the quality, compared with that of the preceding year: Our field man tagged approximately 6,000 fruits each season and found in 1930, on the average, about 88% developed into No. 1's, 10% in No. 2's and the remainder into culls. In 1931 he found that only 30% developed into No. 1's, 42% into No. 2's and the remainder were culls. He also found in 1930 that, after a tomato ripened into a No. 1, it stayed on the vines eight days before breaking down into a No. 2 or a cull, while in 1931 the average was a little less than four days.

"Our field man also found a wide variation in the different types of soil, as the following table shows:

Type of Soil	Becoming No. 1's	Becoming No. 2's	Number of days No. 1's on vine before deterioration
	1930 Season		
	%	%	
Sand	73	19	4
Clay	87	10	8
Black soil	92	7	9
	1931 Season		
Sand	21	38	3
Clay	30	42	3½
Black soil	32	43	4

"It looks as though we shall have several new canneries using the inspection service this season, but we shall also lose several for various reasons,

principally bankruptcy or near-bankruptcy where the canner will employ a sort of grader of his own. As nearly as I can tell now, the flat rate will be $8 per ton and the rate under the grading system, in most instances, will probably be $13 for No. 1's and $5 for No. 2's."

2c. TREATMENT OF WORM INJURY IN SOUTHERN VEGETABLES

Many cars of Florida celery and southern cabbage are arriving in the markets showing a considerable percentage of worm injury. The question has arisen whether this worm injury should be treated as a grade defect or as a factor of condition which may have developed in transit. It has been decided that, when the worm injury is fresh and both frass and worms are present, it should be treated as a condition factor. Old worm injury, which is discolored and does not show any evidence of recent development, will be treated as a grade defect. This policy applies to the work in receiving markets, and both kinds of worm injury will have to be treated as grade defects at shipping point.

3c. MARKING CARS AT SHIPPING POINT

The attention of all Shipping-Point Supervisors is again called to the fact that some cars, which have been inspected at shipping points, have not been properly marked. It is highly important that this be done, for certificates do not always reach the Washington office in time to send out notices of inspection to the receiving markets.

Directions call for marks to be placed to the right of the doorway and high enough so that they will not be obscured by the load. If the inspector has not been able to place the mark in this position before the last stacks are put in, the marking may be placed directly over the doorway. Blue wax crayon has been recommended for this purpose, but the softer carpenter's chalk may be used instead, if the wax crayon does not make a clear mark on freshly-varnished surfaces. In cases where refrigerator cars are papered on the ends and sides clear to the ceiling, inspectors may place their crayon markings on the ceiling, as near as possible to the usual place where the car is marked. Cars are sometimes lined with paper in this way, especially in the case of shipments of lettuce and cauliflower, where ice is placed on top of the load and not in the bunkers.

4c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be added to the List of Past-Due Accounts:

Associated Fruit Distributors,	Rochester, N.Y.	$4.00
J. P. Atkinson & Company,	Huntington, W. Va.	2.50
Farmers Produce Exchange,	Onancock, Va.	2.50

The following should be taken from List of Past-Due Accounts:

Stuart Sherrard,	Martinsburg, W. Va.	$5.24

5c. GRADES FOR CABBAGE FOR SAUER KRAUT MANUFACTURE

With this D.L., each inspector will receive a copy of the U.S. Standards for Cabbage for Sauer Kraut Manufacture. Special attention should be given to the introductory statements. These grades have been furnished through Mr. Pailthorp's project.

R. C. BUTNER,
Specialist in Inspection.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason, 419 Ochoa Bldg., P.O. Box 1347, San Juan, P.R.	Citrus Pineapples	(year round)	
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	April 1
WASHINGTON:	W. A. Hilgeson, Court House (Box 190), Wenatchee, Wash.	Apples	Aug. 15	March 15
VIRGINIA:	T. W. Ayres, 417 Cameron St., Winchester, Va.	Apples	Sept. 14	March 19
MAINE:	G. Ray Warren, Caribou, Maine	Potatoes	Sept. 14	April 1
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	May 15 May 15
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Citrus Vegetables	Sept. 20 Nov. 15	March 15 March 15
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 1
ALABAMA:	J. A. Marks, c/o State Division of Markets, Montgomery, Ala.	Strawberries Vegetables	Mar. 15 Mar. 15	April 9 July 1

REPORTS on North Dakota potatoes can be obtained from R. C. Hastings, State College Station, Fargo, N. Dak.

IT IS UNDERSTOOD that shipping-point inspection of Louisiana strawberries has already been started for this season, with Hunter S. Moles, of the Baton Rouge office, in charge as Federal-State Supervisor.

REGULATORY BRANCH

1e. ADDITIONAL PUBLIC HEARINGS UNDER P.A.C. ACT

The Department announces the following hearings under the Perishable Agricultural Commodities Act. The examiner in these cases will be H. P. Dechant, Regional Law Officer, Forest Service, San Francisco, Calif.:-

Date	Place	Parties Involved
March 15	Los Angeles	La Mantia Bros. Arrigo Co., Inc. vs. S. N. Beard & Co.
March 16	Los Angeles	Interstate Fruit Distributors vs. E. H. Eskew and Son.
March 17	Los Angeles	Twin City Celery Co. vs. Frank Naruto Company.

2e. P.A.C. COMPLAINT AGAINST NEW YORK FIRM DISMISSED BY SECRETARY

The Secretary of Agriculture has dismissed a complaint brought under the Perishable Agricultural Commodities Act by the Botetourt Packing Assn., Inc., against the S. A. Gerrard Company of New York, Inc.

This complaint related to the rejection by Gerrard of three cars of apples, sold to them by the Botetourt Packing Association for export. Upon arrival in New York City, the apples were refused because they showed cork injury, which Gerrard said was contrary to the sale specifications and which prevented shipment of the apples to their customers in Argentina. Gerrard claimed that the broker had been instructed that the apples should be entirely free from cork injury. The confirmation of sale did not contain a stipulation as to the absence of cork injury. Gerrard stated that a copy of this confirmation had not been received prior to the arrival of the apples and, consequently, it was not known that this specification had been omitted therefrom.

Gerrard contended that there was no enforceable sale contract, because the broker did not deliver the confirmation of sale to him and because it did not conform to the prior oral stipulation regarding the absence of cork injury. Herschel Jones, the broker in the transaction, testified that delivery of the confirmation was made by mailing a copy to Gerrard sometime during the evening of the day that it was dated, although he could not recall definitely every step of the procedure. This statement was based in part upon his independent recollection and in part upon the usual practice of his office.

The Secretary finds that a confirmation of sale was made and that, being so, it is probable that the usual copies were made at the same time. He further states that the Statute of Frauds does not require the memorandum made by an agent to be delivered to his principal. The sale contract was oral, and the office of the memorandum was to make the oral contract enforceable. There was introduced in evidence a copy of the confirmation of sale, which the broker stated he subsequently made out and mailed to Gerrard. The essential requirement of the Statute of Frauds is that a memorandum be made, but it does not declare when it must be made. The weight of authority is to the effect that a memorandum made prior to the beginning of the action is sufficient.

The broker, Jones, used in this transaction the standard confirmation of sale form rather than the broker's memorandum of sale. Gerrard contended that, this having been done, all terms of the standard confirmation of sale should be complied with, including those requiring the signature of the buyer.

(continued over)

Jones stated that he did not secure Gerrard's signature because of the delay involved and because it was not recognized as necessary by the trade. It is obvious that, if Jones had secured Gerrard's signature, the dispute over these cars would not have occurred. The Secretary expresses the opinion that brokers should, when it is practically possible and especially when a standard confirmation of sale form is used, undertake to secure the buyer's signature thereto. However, in this case neither party claimed that it was understood and agreed that their oral contract was to be reduced to writing and that, when signed by the parties, such writing should be considered as their contract and that all prior or oral agreements should be incorporated therein. If the parties had so agreed, it is probable that Gerrard's contention would be well taken. In the absence of such an agreement between the parties, the only office the confirmation of sale performs is to supply the note or memorandum of the prior oral sale, as required by the Statute of Frauds. The Secretary, therefore, holds that the standard confirmation of sale form used by the broker, not being the contract of the parties but only a written note or memorandum thereof, is sufficient as a written note or memorandum by the broker acting for both parties.

The second question to be considered is whether or not the memorandum conformed to the oral specifications. The Secretary finds, after careful consideration of the records, that the broker failed to set out in the confirmation of sale the buyer's stipulation that the apples were to be free from cork injury and that, since the apples did contain cork injury, Gerrard's rejection thereof was justified. The case was therefore dismissed.

F. G. ROBB,
In Charge, Regulatory Branch.

OFFICE NOTES:

Robert G. Hill, of the Standardization Project, left Washington on Wednesday to interview brokers, dealers and large users of peanuts in New York, Boston and Philadelphia, relative to the proposed Federal grades for cleaned and shelled Virginia-type peanuts.

T. C. Curry, who has been in charge of the Louisville, Ky., office of the Regulatory Branch and the Inspection Service since the spring of 1931, is being transferred to Washington, to assist with work under the P.A.C. Act. Mr. Curry is expected to arrive in Washington within the next week. The Louisville office will be temporarily closed.

R. L. Spangler, who has been on a field trip to points in New York, in the interest of the U.S. grades for sweet corn for canning, was authorized to proceed to Columbus, Ohio, to confer with M. W. Baker and others in that State regarding the use of these grades this season.

Robert Bier, of the Washington inspection staff, gave another talk on inspection work to the group of students from the Agricultural College of the University of Maryland, at the wholesale market in N.E. Washington on Thursday afternoon of this week.

Herbert Graff, of the Washington office, went to Lynchburg, Va., last Saturday to inspect a car of mixed-citrus fruit from Florida.

OFFICE NOTES (CONTINUED):

A. E. Mercker, Secretary of the Interstate Early Potato Committee, plans to leave Washington this Saturday for a month's trip in the field. He will visit various points in Louisiana, Texas, Alabama, Florida, Georgia, South Carolina, North Carolina and Virginia, for the purpose of conferring with agricultural college, experiment station and State and county officials and representatives of potato growers' associations, potato growers and dealers and agricultural agents of railroads, in order to gather reliable information as to acreage and crop conditions so as to formulate a marketing program for the dissemination of practical economic information regarding the marketing of potatoes and also for the culture of substitute crops.

J. A. Marks, who has been stationed temporarily in the Pittsburgh office of the Inspection Service, expects to leave there by the end of next week and proceed to Alabama, where he will serve as Federal Supervising Inspector in charge of shipping-point work on strawberries and vegetables during the next four months. During the first part of the season, he can be reached through the State Division of Markets, at Montgomery, Ala.

M. W. Baker, of the Columbus office, gave an address regarding shipping-point work in Ohio before the meeting of the National Onion Association, in session at Toledo on Thursday of this week.

R. L. Sutton stopped at Washington en route to his assignment in charge of the news service on strawberries at Hammond, La. Opening of the service at Hammond has been deferred until about Thursday, March 10.

T. W. Ayres, who has been located at University, Va., will now have his headquarters at Winchester, Va., for the next few weeks, while he completes the shipping-point inspection work on apples for the 1931-32 season.

We are glad to report the return to duty in the Boston inspection office of W. F. Plummer, who was quarantined at his home with scarlet fever for the past five weeks.

O. N. Harsha, of the Regulatory Branch, has returned to the Washington office after having made investigations in the field under the P.A.C. Act for the past two months.

C. J. Hansen, of the San Francisco office, and W. F. Cox, who is connected with the cooperative market-news work in California, have gone from San Francisco to Los Angeles for about a week.

O. W. Holmes, State representative of the market-news service at San Francisco, has been absent for over a month on account of illness, but we are glad to report his return to duty last Monday.

Sympathy is extended to J. W. Coleman in the death of his father in West Virginia on February 19. Mr. Coleman returned to duty in the New Orleans office on Monday, after having been at his paternal home for a week.

Leased-wire service to Jackson, Miss., and New Orleans, La., was resumed on March 1 for the active shipping season in the South.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 10 March 11, 1932

FRUIT AND VEGETABLE DIVISION LETTER

(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. DAMAGE FROM COLD WEATHER IN MANY DISTRICTS

Below are published brief telegrams from field representatives of the Division of Crop and Livestock Estimates, relating to the recent cold wave in various producing districts.

From G. D. Clark, Austin, Texas, March 8:

"Cold wave continues. Delaying investigation until finished. Reported Corpus Christi cucumbers killed Sunday morning and beans nipped but not killed. Probably some damage to Valley beans Saturday and Sunday, due cold wind whipping vines. About 34 degrees at McAllen, 39 at Brownsville Sunday, with some frost."

"Total Texas citrus movement by motor truck and rail 6,575 cars through March 6. Advised 400 to 500 cars yet to move. Total shipments will exceed December estimate about 10%. Valley citrus quarantine, effective March 5 account Mexican fruit fly, requires sterilization prior to shipment to certain States. No shipments permitted except by rail. Too early to determine if any frost damage to deciduous fruits."

From J. C. Townsend, Jr., Orlando, Fla., March 8:

"Wind damage to Florida grapefruit. Loss estimated by large operators at 15% to 30%. Believe 15% nearer correct. Damage to oranges negligible. All Florida truck crops badly whipped by heavy winds, but recovering under slowly rising temperatures. Very little actual loss of acreage except about 150 acres of truck crops, mostly tomatoes on Terra Ceia Island, Manatee County, which were destroyed by abnormally high tide Sunday. Frost in scattered localities but damage negligible. Report from Elizabeth City, North Carolina, states heavy frost damage to peas; extent not determined. Some damage feared at Wilmington. Wallace section of North Carolina reports severe cold killed 75% of strawberries now on vines. Expect crop yield to be cut one-fourth. Charleston County, South Carolina, reports about half of potatoes (which were about 60% up) were bitten by frost. Very few cucumbers and beans up yet."

From L. C. Heidelberg, Gulfport, Miss., March 8:

"Recent low temperatures will reduce considerably the expected volume of strawberry shipments during March from Alabama and Mississippi. Fruit on plants damaged and most blooms killed, delaying crop probably three weeks. Material shipments not now expected before April 1. Effect on ultimate yield problematical, as crop was nearly one month advanced from normal."

A later wire, dated March 9, came from L. C. Heidelberg, at Gulfport, Miss., as follows:-

"Another cold wave today, with freezing to coast causing more severe damage to truck crops. Mississippi and Alabama strawberry shipments will practically cease for next 30 days. Reduction in final yields will depend upon extent of injury to plants, which cannot yet be determined but probably 30% to 40% reduction in yields. Reduction probably 30% from expected volume of

green pea shipments. Crop delayed and material shipments not now expected until April. Irish potato plants and early corn cut back to ground, causing material delay. Tomato plants still in cold frames and extent of damage yet undetermined. Replanting of snap beans and cucumbers will be necessary, but most of acreage had not been planted. Probably heavy damage to pears and early peaches in Mississippi."

— The following reports came from F. & V. Division men:

From W. D. Googe, at Brownsville, Texas, on March 10:-

"Some damage reported from cold and winds to tender vegetables in lower Valley, particularly to beans and tomatoes, but too early to obtain accurate information. Snow in most sections north of lower Valley, with freezing temperatures and tender vegetables severely damaged."

From Hunter S. Moles, Baton Rouge, La., March 9:-

"Ice Sunday night and frost Monday morning (March 6 and 7) badly damaged strawberries. Yesterday, estimated 50% of berries on plants remaining. Another freeze last night and prospect of heavy frost tonight will probably eliminate most remaining berries. New crops will have to be formed before shipments will again increase."

EXPLANATORY NOTE:

The telegrams published on first and second pages of this Division Letter are first reports, subject to change or revision on basis of later information. They are not all the telegrams which were received in Washington, but are all that the editor of the D.L. received. See also page 154.

2a. CHAIN STORES HANDLING 50% OF PERISHABLES IN EAST

Chain stores today are handling east of the Mississippi River about 50% of the perishables, according to A. B. Leeper, General Manager of the National Fruit and Vegetable Exchange, speaking on changes which have occurred in methods of distributing fruits and vegetables during the last five years. Chain stores, he says, have become direct buyers and distributors, and are even in some cases producing fruits and vegetables.

3a. THE FERN INDUSTRY

The Business Week for February 24 says: "Ferns from the great evergreen forests of western Washington find a ready market in the Middle West and in eastern centers, according to distributors who operate out of Chehalis, Washington. This is a new industry, which is developing rapidly and reaches the annual production peak during the holiday season. Last year's turnover was $100,000, of which about 75% is paid to pickers, some of whom earn up to $4 daily."

MARKET NEWS SERVICE

1b. SEVERE STORM IN WESTERN NEW YORK

A. L. Thomas wrote as follows from Rochester in a letter of March 8:-

"The weather during the past week was rather mild and springlike, but on Sunday a heavy snow began falling and continued until Monday night. Numerous reports indicate that the storm is the worst in many years. Numerous highways are completely blocked, especially in the rural districts. According to the Weather Bureau only 14 inches of snow fell, but high winds piled it four and five feet deep in some places.

"The demand for apples continued moderate and prices showed a 5¢ gain over the preceding week. F.o.b. sales were confined mostly to the smaller markets, as prices in the larger terminals were about on a par with those at shipping points. Many cars are being consigned, both for the domestic and for the export trade.

"Movement of cabbage decreased slightly. A somewhat better demand prevailed, and a few shippers were quoting excessively-high prices, believing that a better market would prevail shortly. Some shippers were asking $20 for the best stock. All indications point to a very light movement this week on account of road conditions, and yesterday only six cars were billed.

"The demand for potatoes has been fairly good, but prices were lowered slightly during the past week. Practically all the country roads are blocked and it is impossible for growers to haul to any of the loading stations. Dealers expect a very light movement this week. Growers are receiving 20¢-25¢, mostly around 22¢ per bushel.

"Trading in carrots has been very active, considering the quantity of stock remaining in western New York. Prices on 100-pound sacks advanced 25¢ during the week. Some shippers are asking $3.50 for 100-pound sacks.

"The market for onions continued firm, and most dealers still are not inclined to push sales. Practically all of the remaining onions are located west of Rochester."

2b. VERY HEAVY MOVEMENT OF MAINE POTATOES

V. H. Nicholson sent the following report from Presque Isle on March 5:-

"Shipments of Maine potatoes increased sharply and it now appears that the total for the current week will exceed 2,000 cars, or the heaviest weekly shipments since the fall of 1929. Movement of 417 cars on Tuesday was the heaviest since October 16, 1929, when 442 cars were billed.

"Weather conditions have been favorable for hauling from the farmers' storages. The price to growers is now mostly 40¢ bulk per barrel, with a firmer undertone noticeable in the local market. While reports are being circulated to the effect that stocks in Maine are cleaning up, the indications are that no shortage will develop for some time. Stocks on hand are at least as heavy as, and probably heavier than, at this time last season.

"The market for seed stock improved during the week. Demand has been good, and a shortage of cars on the Bangor and Aroostook Railroad has added impetus to the market. Yesterday, (Friday), certified Cobblers were selling on the basis of $1 f.o.b. for 165-pound bags and mostly 90¢ for 150-pound bags.

Selected Cobblers in 150-pound sacks have been selling mostly at 65¢-70¢. Shipments of certified seed last week amounted to 156 carlots, of which about 125 cars were Cobblers. Destinations of these shipments were mainly Virginia, Maryland, New Jersey and Long Island points."

3b. INTERESTING NEWS FROM THE NORTHWEST

T. R. Hall, of the Seattle office, included the following comments on fruits and vegetables in a Northwestern Review, released about March 3:-

"Although the markets for American apples and pears in Continental Europe remained unfavorable during February, a firmer tendency developed around March 1. Prices on German auctions, though low, reflected a slightly better tone. Importations of apples into Germany for January, 1932, amounted to 4,785 tons, compared with 19,190 tons for the corresponding period of 1931. Pear imports were 315 tons, compared with 603 tons in January, 1931. Supplies of domestic fruit on the German markets were largely cleaned up and prices were firmer.

"In Holland the auctions were generally weaker, but improvement seemed likely after March 1. A fair demand developed at the latest Denmark auction and prices were slightly higher, while in Switzerland a fairly-satisfactory business for domestic and imported fruit was enjoyed.

"Swollen mountain streams in the State of Washington have done a great deal of property damage throughout the western slope of the Cascades, but no material delay in garden operations has followed. Carlot movement of hothouse rhubarb is decreasing, with about one car daily moving from the Puyallup-Sumner territory. There has been little change in f.o.b. prices, and the percentage of Extra Fancy and Fancy grades this year has been heavy. The outdoor rhubarb crop is espected to follow, with movement beginning between March 20 and April 1, governed largely by weather conditions.

"Raspberry growers are perfecting plans for the 1932 marketing season. Outlets for the fresh fruit are being developed, and processing will not be used to as great an extent as formerly, if fresh fruit markets can be found.

"The Northwest potato market shows little improvement over recent weeks. Storage holdings in Yakima and Ellensburg growers' houses are estimated around 3,000 cars of ungraded potatoes, but frost damage and heavy wastage and shrinkage, it is generally contended, will reduce the probable output of U.S. No. 1 grade to about 1,000 cars. Yakima's outlet is confined largely to the Puget Sound markets. In some quarters it is anticipated that Vancouver, B. C., will be in the market for a good quantity of Yakima potatoes later in the season. Exportation of potatoes from British Columbia districts to the Orient have been unusually heavy since January, and supplies are not being held for the late-season demand."

4b. ANOTHER SUMMARY DISTRIBUTED

"Marketing Texas Tomatoes, 1931 Season," by W. D. Googe is an additional field-station summary released in Washington this week.

STRAWBERRY production in five early States is forecast at 2,986,000 24-quart crates, compared with 3,190,000 last year. Louisiana, according to the report based on March 1 condition, expected 1,740,000 24-quart crates, or 130,000 less than in 1931.

5b. A QUARANTINE ON TEXAS CITRUS SHIPMENTS

W. D. Googe wrote as follows from Brownsville in a letter of March 6:-

"Cabbage in the lower Rio Grande Valley held about steady during the past week, but the comparatively high prices met considerable sales resistance in the terminals during the latter part of the week. Shipments totaled about 150 cars. Cash-track prices were about the same as usual-terms prices, but cash buyers were selecting the best quality.

"Beets and carrots were lower. Carrots yielded to the influence of heavier shipments from California, and closed Saturday at mostly $2 per lettuce crate. The demand for beets was limited throughout the week. Snap beans held firmly at $2 per bushel hamper, but were slightly weaker Friday. Shipments of beans showed a steady increase. If weather does not prevent, the peak of the spring bean movement will probably be reached about March 15. A few new potatoes and onions were features of the week's movement from the Valley, only light shipments of which may be expected during the next two weeks.

"Citrus shipments increased sharply on Friday as a result of a change in quarantine regulations, which became effective at 8 a.m., Saturday, March 5. Under the present regulations, shipments by motor trucks will be stopped completely, and rail shipments to most southern States will not be permitted without sterilization of the fruit."

6b. WISCONSIN SEED POTATOES IN DEMAND

A. M. McDowell, of the Waupaca field station, sent the following report under date of March 6:-

"There was not much interest in Wisconsin table potatoes during the past week, but seed stock was in good demand and prices were improving over the previous week. Most of the inquiry was from Tennessee, Kentucky and southern Indiana, although there were still some wires from Mississippi. Uncertified Cobblers were particularly in demand, and there were a few sales of certified stock. The very few cars of Triumphs left in the State are being offered at reduced prices, in an effort to dispose of them. Prices of uncertified Cobblers ranged from 63¢ to 70¢ and a few were sold as high as 80¢, sacked per cwt. The few sales of certified stock were reported at $1.05.

"Haulings were lighter during the week, as dealers reduced their prices to growers to 25¢-30¢ in the Rice Lake district and 30¢-35¢ in the central and northern districts; at a few stations 40¢ was still being paid. Unclassified stock returned 25¢-30¢, with most of the sales at the lower figure by the end of the week.

"Dealers are of the opinion that the peak movement of the season has just been passed, unless marketing conditions improve materially. Most estimates are for total shipments of approximately 13,000 cars, indicating that about one-fourth of the crop remains to be shipped. Under present conditions, movement will probably be fairly liberal during this month and a little lighter in April, with the clean-up coming in early June.

"Lately the question of freight rates has been receiving considerable attention. A hearing before the Interstate Commerce Commission was held in Minneapolis during the last two weeks, and there was an informal meeting of shippers and representatives of Wisconsin railroads in Milwaukee the week previous."

7b. FLORIDA BERRY AND VEGETABLE SITUATION UPSET BY STORM DAMAGE

Important information regarding Florida products is contained in the following letter of March 9, from R. M. Peterson, at Plant City:-

"The strawberry movement is expected to continue at the present rate of around 75 cars per week for the remainder of this month. Recent rains and cooler weather have revived all plants that were still in bearing condition last week. The Louisiana frost reports gave the shipping-point market a distinctly upward trend, with growers getting mostly 16½¢ per pint yesterday, but the buyers received word last night before the auction that Louisiana was loading 12 or more cars, which resulted in little interest being shown in the Florida auction cars. A weaker market is expected for the next few days, but it is felt that the movement from Louisiana will tend downward instead of upward for two weeks or more and that Florida berry prices will be firmer by the end of this week.

"The storm on the west coast of Florida Saturday night flooded most of Terra Ceia and Sneads Islands, as well as a few of the low places along the Manatee River, with salt water destroying all of the tomatoes, eggplant and peppers in those fields. The wind and rain did some damage to the remaining fields, with an estimated total damage of 5% to 10%, and possibly higher, to Manatee tomatoes, and approximately similar damage to Manatee peppers and eggplant. The maturity of the tomatoes has been delayed somewhat, and it is now doubtful if the first car will be loaded until after March 15.

"The Wauchula cucumbers were also damaged by high winds, probably around 25%. The maturity has been delayed and loadings should continue light for two weeks.

"The weather report was just received, while writing the above, predicting colder weather and frost in most parts of Florida, including the Lake Okeechobee section, with a low temperature of 22 to 26 degrees indicated for the extreme northern portion of the State."

8b. SOUTHERN FLORIDA TOMATOES DAMAGED BY STORM

J. B. Owens wrote as follows from Pompano, Florida, in a letter of March 8:-

"After considerable fluctuation in prices during recent weeks, the f.o.b. bean market on Tuesday (March 8) reached its highest point to date for the season. The best Bountifuls sold at $3.25-$3.75 a hamper.

"Shipments during the past week were only 9 cars less than for the previous week, but indications are that the present week will show a more decided decrease. After this time, the movement will be very light, with the season in this section coming to an end about April 1.

"On Saturday night, March 5, there was a light rain, accompanied by a high wind, which did considerable damage. The bean crop in the Pompano section was not seriously affected other than the general lowering of quality. A few outlying fields, totaling possibly 250 acres, were killed by frost on Sunday night. The bean crop in the Lake Okeechobee section is reported to be almost a complete failure. The possibility of heavier shipments later in the spring appears doubtful, because of the continued ravages of the leaf hopper.

"The f.o.b. pepper market was very dull during the past week and much stock was consigned. The quality of shipments, in general, was very ordinary. A conservative estimate would place 75% of the shipments in the second grade or

choice class. Many of the older fields have been abandoned, due to the poor quality caused by the ravages of insects and the dry weather. Some of the older plantings located on strong land and a considerable acreage of younger plantings will continue to supply the market in sufficient quantities for the next month or six weeks. There is a better feeling prevailing on the local market, as demonstrated by a slight advance in prices the first of the week.

"The tomato crop possibly suffered worst of all commodities from the high winds of Saturday night. This is particularly true of the older bushes, which were whipped about rather severely. The districts south of Miami and in Collier County report 10% to 15% damage from this cause. The crop around Dania and Pompano suffered a similar loss of approximately 25%. The Lake Okeechobee section reports a loss of possibly 25%. Only slight damage was done in the Vero section. A few fields near Dania were reported killed by frost.

"Loadings during the first of this week have been very light, due to condition of the fields, but the normal movement should be resumed by the latter part of the week. A better demand is being experienced for the best grades of tomatoes, but there is practically no f.o.b. market for the off-grade stock and most of this is being consigned."

9b. A REPORT ON TRUCK SHIPMENTS FOR LOS ANGELES

Walter Kingsbury sent the following letter from Los Angeles on March 5:-

"This office has recently inaugurated a new report, that promises to be a permanent service of marked value.

"Through the cooperation of the State Standardization Service and certain truck lines, a record of highway passings of produce destined for Los Angeles by truck from the Imperial Valley, Coachella Valley, San Diego County, Central Coast districts, and the San Joaquin Valley, is secured between 6 and 7:30 each evening by wire and long-distance telephone.

"This information is placed on a special report and released to between 25 and 30 firms at 8 P.M. or some hours before the arrival of the trucks. This service, which has aroused much favorable comment, was started principally through the efforts of Clifford Taylor of this office, a State employee who is in direct charge of the work. The entire cost is borne by the firms using the service."

10b. BETTER DEMAND FOR FLORIDA CELERY

B. E. Surry wrote as follows from Sanford, Fla., in a letter of March 7:-

"The celery movement from Florida increased slightly last week to 420 cars, although about 80 cars under shipments for the same period a year ago. Most of last week's increase was from Sanford, with the Sarasota-Manatee section loading about the same as the previous week. Reports indicate a fairly good spring crop at Oviedo, but general movement will not commence until April. Recent cool weather and rain will be of some benefit to the celery.

"The Sanford f.o.b. market advanced almost 25¢ per crate for best offerings, with a good demand and inquiry. Fair quality in most instances sold at shipping point, but many cars of ordinary quality were consigned or rolled unsold. The demand was slower for 3's, with 6-8 dozens in better demand. Fair quality stock was discounted about 25¢ per crate below best stock."

- ARE YOU RECEIVING A COPY OF THE D.L. REGULARLY EACH WEEK? -

11b. CODE ADDITIONS ON "MA" PAGE, EFFECTIVE MARCH 18

All offices were wired on March 3 to disregard the Celery code changes in Par. 15b of the Division Letter of February 26, 1932.

The following additions are now to be made on the "MA" (Celery) page of the code:

UF 22-inch
UG 24-inch
UJ 22 and 24-inch

These refer to height of the California standard crate and half crate, and are to be used with "MAC" or "MAL", such as "MACUF - 22 inch crates." This means that the symbols "MAC" and "MAL" are to be restored in original form.

Some of the eastern markets have reported a considerable volume of receipts of California celery hearts, in the "pony crate" mentioned by Mr. Kingsbury in Par. 14b of D.L. for February 26. To provide a code term for this package, the following change is also to be made:

Change MAF - 8 inch crates to read:

MAF - pony crates (13½ x 21 x 12)

12b. SNOW AND LOW TEMPERATURES IN COLORADO

Bryce Morris sent the following information in a letter of March 5 from the Denver office:-

"Winter temperatures again visited Denver and other Colorado points the past week, after unusually warm weather for the past month. Two to three inches of snow fell over most of the eastern slope, much to the relief of farmers generally in this section, as surface moisture was practically all gone, particularly in the northeastern part of the State.

"Recent advice from northern Colorado indicates potato holdings of 1,000 to 1,200 cars in that section, but the truck movement is included in this estimate and the carlot shipments will probably be considerably less than 1,200.

"Colorado has shipped only five cars of onions in the past five days. Supplies are fairly well cleaned-up in the State, with probably not over 25 cars remaining."

B. C. BOREE,
Specialist in Market News.

OFFICES MOVING.

The Perishable Agricultural Commodities Act unit of our Division is moving this week into the new 6-story extensible office and laboratory building of the Department of Agriculture, located just south of B Street, S.W. The move is being made on account of an emergency which has arisen, making it necessary to vacate the Earle Building (uptown) at this time.

The other units of this Bureau, which are now housed in the block bounded by 14th Street, Linworth Place, and B and C Streets, Southwest, will move to their new quarters in the extensible building early in April. This move includes our offices in the Bieber Building and Mr. Carey's offices.

A good, detailed description of the new extensible office building of the Department appears on first page of The B.A.E. News for March 9. Read it.- Paul H. Williams' offices also move from Linworth Bldg. to the new building.

TEMPORARY FIELD STATIONS OF MARKET NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y.* D-310 Triangle Bldg.	837	A. L. Thomas H. S. Duncan	Onions	Sept. 2	April 9
			Carrots	Sept. 2	May 21
			Cabbage	Sept. 2	March 26
			Apples	Sept. 8	May 21
			Potatoes	Oct. 5	May 21
PRESQUE ISLE, ME.* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 10	April 30
WAUPACA, WIS.* Court House	894	A. M. McDowell	Potatoes	Sept. 15	March 26
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 17	May 7
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus	Oct. 15	March 31
			Vegetables	Dec. 7	June 1
WINTER HAVEN, FLA.* DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.* 412 P. O. Bldg.	895	R. E. Keller	Onions	Oct. 31	April 2
			Potatoes	Oct. 31	May 14
POMPANO, FLA.* Walton Hotel	937	J. B. Owens	Beans	Jan. 6	April 15
			Peppers	Jan. 6	April 15
			Tomatoes	Jan. 28	April 15
SANFORD, FLA.* City Hall Bldg.	910	B. E. Surry	Celery	Jan. 11	April 16
PLANT CITY, FLA.* Hotel Plant	850	R. M. Peterson	Stbr.	Jan. 18	March 17
BRAWLEY, CALIF.* Planters Hotel Bldg.	933	A. E. Prugh	Lettuce	Jan. 25	March 19
HASTINGS, FLA.*	851	W. D. Hull	Potatoes	March 14	April 30
The following stations probably will open on dates indicated:					
PHOENIX, ARIZ.*	815	A. E. Prugh	Lettuce	March 22	April 16
BRADENTON, FLA.*	850	R. M. Peterson	Vegetables	March 22	May 21
HAMMOND, LA. P. O. Bldg.	802	R. L. Sutton	Stbr.	March 28	May 14

* State cooperating

W. F. Cox in San Francisco H. E. Rutland at Brooksville, Fla.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

INSPECTION SERVICE

1c. PROPER GRADE STATEMENTS FOR POTATOES SHOWING WET FUSARIUM OR FREEZING INJURY FOLLOWING WET BREAKDOWN

It appears that there has been some lack of uniformity in certification of grade of potatoes showing percentages of wet breakdown following freezing injury, which is scattered throughout the load so as to indicate that it did not occur in transit. Firm dry potatoes, with the flesh discolored as a result of freezing injury, should be included in the 6% tolerance for grade defects, but wet breakdown following freezing injury should be classed as Soft Rot, for which the tolerance is 1%. The following are examples of some of the conditions which may be encountered:

A. 6% total defects, including 3% wet breakdown following freezing injury.

B. 6% total defects, including 3% wet Fusarium following cuts or bruises.

C. 6% total defects, including 3% Soft Rot of undetermined origin.

D. 6% total defects, including 3% moist Fusarium following cuts.

In the first case, the potatoes fail to grade U.S. No. 1 account percentage of wet breakdown following freezing injury in excess of the tolerance. It is quite obvious that, in the other cases, the potatoes would have to be certified as "U.S. No. 1, decay being a factor of condition." There may be cases when the total percentage of grade defects, including wet breakdown following freezing injury, amounts to 8% or 10% or more, and in cases of this kind the potatoes are below grade on account of percentage of grade defects in excess of the tolerance, even though wet breakdown is not in excess of 1%.

2c. PROGRESS OF INSPECTION WORK IN PORTO RICO

In a letter of February 26 from San Juan, Porto Rico, a report is given by A. S. Mason, Supervising Inspector, to the effect that about 85% of the citrus fruit and 65% of the pineapple tonnage is lined up for inspection this season. The work in general appears to be progressing nicely.

3c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from the List of Past-Due Accounts:

Witherly Brothers	Ft. Fairfield, Maine	$4.00
McPartland, A. J.	New Haven, Conn.	$16.05 (Bal. due $4.41)
Neil, J. S. Co.	Rochester, N. Y.	$14.52 (Bal.due $57.88)

Markets	Total Inspections	Inspections Same Month 1931	Inspections for Carriers	Declined for lack of time	Total Fees
Atlanta	28	43	4	0	$ 116.00
Baltimore	80	57	0	1	316.00
Birmingham	17	-	2	0	67.50
Boston	218	121	146	2	920.37
Boise	1	0	0	0	4.00
Buffalo	15	23	3	0	60.75
Chicago	196	372	12	0	847.68
Cincinnati	17	52	0	0	81.27
Cleveland	20	26	14	0	80.45
Columbus	7	12	0	0	42.24
Dallas	12	-	0	0	49.00
Denver	21	17	3	0	86.89
Des Moines	14	-	0	0	56.00
Detroit	52	59	0	0	210.50
Ft. Worth	2	15	0	0	8.00
Harrisburg	28	5	0	0	113.98
Houston	24	19	2	0	90.50
Indianapolis	12	17	0	0	52.00
Jacksonville	38	73	0	0	153.00
Kansas City	65	66	4	0	262.20
Los Angeles	11	16	3	0	44.00
Louisville	13	-	0	0	83.15
Memphis	37	30	23	0	162.50
Milwaukee	86	70	9	1	327.35
Minneapolis	41	29	1	0	161.00
Newark	82	95	0	1	323.70
New Haven	66	41	6	0	313.67
New Orleans	108	109	10	0	228.30
New York	933	834	324	1	3,379.72
Norfolk	24	19	1	0	96.00
Omaha	18	61	1	2	85.15
Philadelphia	269	132	108	3	956.87
Phoenix	2	-	2	0	8.00
Pittsburgh	60	75	4	0	271.99
Portland	4	6	0	0	21.00
Providence	32	26	1	0	140.82
Rochester	7	4	0	0	24.00
Sacramento	1	4	0	0	4.00
St. Louis	45	65	22	0	147.60
Salt Lake City	2	2	0	0	8.00
San Francisco	4	10	2	0	15.80
San Juan	5	-	0	0	17.00
Scranton	6	-	0	0	23.50
Seattle	2	2	0	0	8.00
Springfield	27	35	9	0	117.90
Toledo	8	24	0	0	30.60
Tulsa	14	-	2	0	140.32
Washington	51	106	3	0	256.55
Wilkes-Barre	5	14	0	0	20.00
TOTALS	2,830	2,786	721	11	$11,034.82

REPORT of Cleveland inspections at Northern Ohio Food Terminal and of Boston inspections for city institutions will be published in the next D.L.

INSPECTIONS FOR THE NAVY AND MARINE CORPS DURING FEBRUARY, 1932.

Symbols:- N - NAVY M - MARINE CORPS	ALL FIGURES IN THESE COLUMNS REPRESENT POUNDS											
	Fruits and Vegetables PASSED		Fruits and Vegetables REJECTED		TOTAL QUANTITY INSPECTED		"Cuts" made to comply with specifications		Items Billed Short-weight	
STATIONS	N	M	N	M	N	M	N	M	N	M
Great Lakes	133274	0	36750	0	170024	0	100	0	0	0
New York	239085	80961	8718	1615	247803	82576	300	0	0	0
Norfolk	561933	0	0	0	561933	0	0	0	0	0
Philadelphia	180489	12357	2107	90	182596	12447	52	4	0	0
San Diego	294155	38348	27029	2401	321184	40749	5053	1426	0	0
San Francisco	1053162	46496	93000	1080	1146162	47576	0	0	0	0
San Pedro	12200	0	0	0	12200	0	0	0	0	0
Vallejo	136912	30603	7032	1000	143944	31603	13	0	0	0
Washington	19655	0	380	0	20035	0	15	0	0	0
TOTALS	2630865	208765	175016	6168	2805881	214951	5533	1430	0	0
INSPECTIONS MADE FOR THE U.S. SHIPPING BOARD										
New York	4482		0		4482		0		0	
Norfolk	7363		0		7363		0		0	
TOTALS	11845		0		11845		0		0	
INSPECTIONS MADE FOR THE U.S. VETERANS' HOSPITAL										
Chicago	89975		19195		109170		0		0	
Great Lakes	66090		3520		69610		0		0	
Milwaukee	109207		10310		119517		0		0	
New York	142332		7878		150210		0		0	
Philadelphia	34121		1500		35621		0		0	
St. Louis	28133		1340		29473		0		0	
TOTALS	469858		43743		513601		0		0	

The New York office also inspected the following:	Fruits	Vegetables	Rejections
Dollar S. S. Line	39541	10127	1800
Munson S. S. Line	41485	8627	487
American France Line	24075	4988	240
Columbian Line	7822	1579	280
American Diamond Line	5922	1155	10
TOTALS	118845	26476	2817

The Great Lakes office also inspected 6,300 dozen eggs, 5,904 lbs. butter and 512 lbs. cheese for the Navy. The San Pedro office inspected 1,075 lbs. bread, 64 lbs. butter for the Navy. The Vallejo office inspected 21,020 lbs. bread and 300 lbs. rolls for the Navy.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1347, San Juan, P. R.	Citrus Pineapples	(year round)	
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	April 1
WASHINGTON:	W. A. Hilgeson, Court House (Box 190), Wenatchee, Wash.	Apples	Aug. 15	April 1
VIRGINIA:	T. W. Ayres, 417 Cameron St., Winchester, Va.	Apples	Sept. 14	April 1
MAINE:	G. Ray Warren, Caribou, Maine	Potatoes	Sept. 14	April 1
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	May 15 May 15
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Citrus Vegetables	Sept. 20 Nov. 15	April 1 April 1
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 1
	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Lettuce	March 10	April 23

REPORTS on North Dakota potatoes can be obtained from R. C. Hastings, State College Station, Fargo, N. Dak.

4c. FEBRUARY INSPECTIONS IN CALIFORNIA

California Inspectors' Notes dated March 4 carried the following report of shipping-point inspections in that State during February: Total inspections were 3,548, including 55 shipside in San Francisco. The leading districts were: El Centro-Brawley 2,249, Santa Maria 504, San Diego 307, San Bernardino 118, and Los Angeles 107.

5c. INSPECTIONS FOR THREE MONTHS IN STATE OF WASHINGTON

F. E. Bailey published the following tabulations of shipping-point inspections in the State of Washington under date of March 1 at Yakima:-

	1931		1932		1931		1932
	Nov.	Dec.	Jan.		Nov.	Dec.	Jan.
Apples	4267½	2375½	2558	Pears	282½	151	36
Carrots	0	0	1	Potatoes	258	168	167
Cauliflower	1	0	0	Berries, F.P.	1	0	1
Celery	8	0	0	Rhubarb	0	0	27
Mixed Fruits	14	4	2	Rutabagas	3	4	0
Mixed Vegs.	9	0	0	Spinach	38½	0	0
Onions	27	24	47	Xmas. Trees	31	5	0
				Totals:-	4940½	2731½	2839

R. C. BUTNER,
Specialist in Inspection

(Continued from Page 142)

4a. ADDITIONAL TELEGRAMS ON DAMAGE FROM COLD WAVE

The stencils for first and second pages of this D.L. had been cut, when the following additional telegrams were received:

From J. C. Townsend, Jr., at Orlando, Fla., March 10:-

"Freeze to coast in Carolinas and Georgia killed all tender crops up at present time. Potatoes cut to ground. Peas badly damaged in all sections. North Carolina strawberries further damaged. Nearly 100% fruit and bloom killed, delaying crop six weeks. South Georgia, north Florida, also most central Florida watermelons killed. Replanting. Center Hill cucumbers 50% killed; beans and tomatoes not damaged. Williston 50% cucumbers, watermelons and beans killed. Expect remainder to be killed tonight. No damage to Hastings potatoes. No damage in Lake section, Arcadia, Palmetto, Plant City, or Wauchula. Forecast for colder weather tonight and expect further damage in southern part of State. South Carolina cabbage not hurt."

From G. D. Clark, at Austin, Texas, March 10:-

"Cold wave continues here, but expect to break tomorrow. Indicated cucumbers and beans killed and tomatoes damaged in Corpus Christi area. Valley has had no freezing temperatures but some frost Sunday morning and question if much damage there; however have no reliable information. Immediate survey will be made, soon as storm abates."

REGULATORY ACTIVITIES

1e. ABOUT 25 HEARINGS SCHEDULED UNDER P.A.C. ACT

The following hearings under the Perishable Agricultural Commodities Act have been announced. C. P. Dorr, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:-

Date	Place	Parties Involved
March 10	Minneapolis, Minn.	Peppers Fruit Co. vs. Norris Fruit & Produce Co.
March 11	Minneapolis, Minn.	H. W. Hobby vs. Naas Bros. Fruit Co.
March 14	Omaha, Nebr.	F. C. Nelson vs. Levinson Fruit Co.
March 15	Waterloo, Iowa	Hampden Produce Co. vs. United Fruit Co.
March 16	Cedar Rapids, Iowa	F. N. Hicks, Inc. vs. C. H. Robinson Co.
March 21	Peoria, Ill.	The Mahaffey Commission Co. vs. Kroger Grocery & Baking Co.
March 22	St. Louis, Mo.	Walter Stallings vs. A. B. Freidman & Co.
March 24	Kansas City, Mo.	W. M. Hanson & Sons Co. vs. Michael-Swanson-Brady Produce Co.

The following additional hearings under the Perishable Agricultural Commodities Act have been announced. E. L. Mynatt, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:-

March 21	Harrisburg, Pa.	Phillips & Co. vs. Sparrow Market
March 22	Philadelphia	L. J. Vogel vs. H. Rothstein & Sons
March 23	Philadelphia	Bourk-Donaldson-Taylor, Inc. vs. J. P. Willson
March 24	Scranton, Pa.	Joseph Flaherty vs. Greenberg Brokerage Co.
March 24	Scranton, Pa.	R. W. Burch vs. Greenberg Brokerage Co.
March 26	New York	Y. Aoyama Co. vs. Ben Balish Produce Co.
March 28	New York	Blotz Seed & Produce Co. vs. Samuel Rosenblum, Inc.
March 28	New York	Keystone Cooperative Assn. vs. Harlem Produce Co.
March 29	New York	United Packing Co. vs. Gruber-Mintzer
March 30	New York	J. B. Maples vs. Lieblich & Nagelburg
March 31	Boston	Samuel J. Shallow Co. vs. Nick LaFauci
April 1	Boston	E. B. Clapp vs. E. S. Snow
April 1	Boston	S. Jersey Farmers Assn. vs. Wm. P. Callahan
April 2	Boston	S. Albertson Co., Inc. vs. Sam'l J. Shallow Co.
April 4	Boston	Carvell Bros. Ltd. vs. I. D. Young Co.
April 5	Boston	Pratt Orchard Co. vs. Mercantile Produce Co.
April 7	Buffalo, N. Y.	Pacific Fruit & Packing Co. vs. Joseph Rothenberg

2e. DES MOINES FIRM WINS REPARATION ORDER IN P.A.C. CASE

W. M. Hanson & Sons Co., Dubuque, Iowa, have been ordered by the Secretary of Agriculture to pay the Fruit Exchange, Des Moines, Iowa, the sum of $97.50 as the result of a hearing held under the Perishable Agricultural Commodities Act.

The Fruit Exchange sold Hanson a car of onions at a price of $530 delivered, but through error the invoice and draft were made out for $440, which sum was paid. Hanson refused to pay the additional $90, alleging that the onions did not comply with the contract and that they were rotten and brown inside. The Fruit Exchange showed that the onions had been inspected at shipping point by an inspector of the United States Department of Agriculture and found to be of U.S. No. 1 grade. All of the testimony offered by Hanson as to the condition of the onions related to a time several days subsequent to his acceptance of them.

The Secretary holds that the opening, unloading and carting away of a car of produce constitutes acceptance and implies settlement in accordance with the contract terms. He states that in this instance Hanson inspected the produce, was satisfied with it, took it away and under established trading practices thereby accepted the car, and must thereafter do what he agreed to do. He further holds that it is not necessary to go into the matter of the effect of the condition of the produce either at time of shipment or subsequent to the acceptance thereof, inasmuch as the unqualified acceptance of the car on arrival is decisive in the case. The Secretary therefore issued a reparation order in the sum of $90 plus $7.50 interest in favor of the Fruit Exchange, and directed that the facts be published.

F. G. ROBB, in Charge, Regulatory Branch.

OFFICE NOTES:

Paul M. Williams, in charge of the Canned Fruit and Vegetable Grading Service, expects to leave Washington on Sunday for a trip of about 10 days' duration to numerous points in Florida. The purpose of the trip is to inaugurate the grading service in Florida, with particular reference to canned grapefruit and tomatoes. He will stop at Jacksonville to confer with R. H. vonGlahn and at Orlando to confer with O. G. Strauss. It is probable that various canning plants in the central and southern parts of the State will be visited. A special meeting of the Florida Grapefruit Canners Association has been called, to be held during Mr. Williams' stay in Florida, for the purpose of discussing the tentative grades for canned grapefruit and the new grading service.

Loyde M. Billman, assistant to Mr. Williams, has been spending much time recently in the laboratory of Dr. B. J. Howard, of the Bureau of Chemistry and Soils in Washington, taking a course in microanalytical work, preparatory to the inauguration of grading service on commodities requiring microscopic analysis in the Canned Fruit and Vegetable Grading Project. Among the products which require such examinations are tomato pulp and tomato catsup.

Because of the damage and delay to Alabama strawberries and vegetables, as a result of the recent freeze in the South, the departure of J. A. Marks from the Pittsburgh office of the Inspection Service has had to be deferred. Opening of the Hammond, La., market-news office also has had to be postponed.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 11 March 18, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. VALUABLE BOOKLET ON UNLOADS IN 66 CITIES DURING 1931

Miss Watt's section in Washington, which handles the unload data, has issued a 36-paged booklet, showing the unloads of 19 products in 66 cities during the year 1931. Tabulations are given on two bases,- first by products and States of origin, and later by products and months, with comparative figures for 1930 and 1929. These tabulations in previous years were mimeographed on large sheets of paper, but this year the tables have been reduced to letter size by the roto-plate process. Copies have been mailed to branch offices, but if anyone was overlooked he can obtain a copy from Washington on request.

2a. MARCH REPORT OF APPLES IN COLD STORAGE

Last Saturday, the following report on cold-storage holdings of apples for March 1 was released by the Department in Washington:

	Barrels	Boxes	Baskets
March 1, 1932:	764,000	8,756,000	5,180,000
March 1, 1931:	482,000	11,371,000	2,855,000
Five-year avg.:	1,101,000	8,194,000	2,191,000

Total holdings under refrigeration were equivalent to 5,409,000 barrels, or only 4% more than the holdings of a year ago and 19% above the five-year average for March. Supplies in barrels were 60% heavier than at this time last season, but 31% below average. Boxed apples in cold storage were 23% lighter than in 1931 and only 7% above the average figure. Stocks in bushel baskets were 81% more abundant than on March 1, 1931, and were 137% greater than the average for this month.

Reduced to equivalent bushels or boxes, the March report is as follows:

	Apples in Barrels	Boxes	Baskets	Equivalent in Boxe
March 1, 1932:	2,292,000	8,756,000	5,180,000	16,228,000
March 1, 1931:	1,446,000	11,371,000	2,855,000	15,672,000
Five-year avg.:	3,303,000	8,194,000	2,191,000	13,688,000

3a. PRODUCTION AND CARRY-OVER OF CONTAINERS

"Production and Carry-Over of Fruit and Vegetable Containers for the Year 1931" is the title of a 24-paged mimeographed pamphlet, compiled in Mr. Carey's offices by Mrs. Gladys Burrows. Copies can be had on request. The pamphlet shows a reported production in 1931 of 632,907,347 berry boxes, till baskets and other kinds of baskets and hampers. The estimated total production for last year is about 915,000,000.

4a. LATEST REPORT ON FRENCH DECREE REGARDING FRUITS

In a cable dated March 16 at London, England, the following report was given by F. A. Motz:-

"Following decree issued at Paris this morning:

"1.- Shipments in warehouses or in transit March 9 of all fruits except apples and pears will be admitted without special inspection, but apples and pears in boxes, wrapped in paper, originating from Washington, Oregon and California will be admitted without special inspection. All future shipments of apples and other fruits must be covered by sanitary certificates, issued by competent authorities from country of origin, guaranteeing absolutely that fruit does not carry San Jose scale.

"2.- All fruits except oranges, lemons and grapefruit are subject to sanitary control on arrival. Infested parcels must be destroyed or reshipped.

"3.- Entry into France is permitted only via Havre, Bordeaux, Dunkirk, Marseilles and Paris.

"4.- Transit of fruit through France allowed except in bulk."

5a. ADDITIONAL DECISIONS OF SECRETARY IN P.A.C. CASES

A large number of employees in the field asked that they be sent copies of the mimeographed pamphlets, containing complete reports on the Secretary's decisions under the P.A.C. Act, as rapidly as these pamphlets are issued. Under separate cover, all employees on this list have now been furnished copies of Decisions 22, 23 and 24. Eight other cases are ready to be stenciled and these additional reports will be issued as soon as time permits.

6a. OFFICIAL REPORT ISSUED ON FREEZE DAMAGE

The Division of Crop and Livestock Estimates has issued a mimeographed report, dated March 15, covering the recent freeze damage to fruits in numerous States. It is probable that a similar report will soon be issued regarding vegetables.

7a. REPORT OF POTATOES REMAINING ON FARMS MARCH 1

Under date of March 14, the Division of Crop and Livestock Estimates issued a six-paged mimeographed report on farm stocks of potatoes March 1, together with a report of the January 1 stocks of merchantable potatoes held by growers and local dealers. The original report showed 117,000,000 bushels, or 35% of the 1931 crop, remaining on farms on March 1, but this was later corrected to read 112,000,000 bushels, or about 33% of the crop. Copies of this special report, which also shows the utilization of the 1931 potato crop in the late and intermediate States, are available on request

8a. NEW SUMMARIES RELEASED

The Washington office this week has distributed the following additional summary:-

"Marketing North Carolina Peaches, 1931 Season," by H. F. Willson.

The San Francisco office has released a summary on the subject:

"Marketing California Asparagus, 1931 Season," by C.J. Hansen and O. W. Holmes. Copies of this report can be had directly from San Francisco.

MARKET NEWS SERVICE

1b. CABBAGE PRICES ADVANCE SHARPLY IN WESTERN NEW YORK

A. L. Thomas sent the following report from Rochester on March 15:-

"The movement of produce from western New York was very light during the past week for all commodities except apples. The extremely cold weather and bad condition of roads made it next to impossible for any produce to be hauled to the local dealers.

"The demand for apples continued fairly moderate from both the domestic and export trade. Total movement from the State this week filled 314 cars, 89 of which were billed direct to Weehawken for export.

"The cabbage market has been very much excited, and sharp advances were made during the week. Reports of freeze damage in Texas assisted materially in the strong reaction at this end. Practically all sales this week were of sacked stock, which advanced to a range of $45-$55 per ton, with many shippers asking as high as $65. Due to the limited supplies remaining, the daily movement will be comparatively light for the remainder of the season.

"Onions continued to maintain a firm position. Reports indicate approximately 200 cars remaining to be moved, and these are in the hands of three or four large operators.

"Carrots were in good demand and most shippers are holding the few remaining cars for still higher prices. The 100-pound sacks, rough, brought mostly around $3.25. One dealer refused $3.35 and is quoting $4.

"A slight advance was made in potato prices, due principally to the light shipments. Most country roads are still impassable, and only an occasional wagonload is being received by the dealers, who are offering 25¢ per bushel. Only 71 cars moved from the State this week, as compared with 205 the previous seven days, and it is evident that shipments will continue light for at least another week."

2b. PRICES ADVANCE FOR FLORIDA CELERY

The following report came from B. E. Surry, at the Sanford office, under date of March 14:

"Cold weather, frost and rain caused a sharp decrease in celery shipments from this section last week. Sanford-Oviedo loaded only 160 cars, compared with 300 the previous week and 450 cars a year ago. Total Florida shipments amounted to only 290 cars. On March 11, for the first time this year, shipments out of this section to date totaled less than for the same period last year, although total movement from the State was in excess of 1931 shipments to the same time.

"With only a fair movement for the country as a whole and a good distribution realized, the local f.o.b. market advanced 50¢ per crate for 8's and about 25¢ for 3-6 dozens, resulting in a general price of $2.25 for all sizes except 10's. Quality was improved by the advent of rain and cooler weather. Demand and wire inquiry continued good throughout the week, and all cars of fair to good quality were quickly disposed of. A stronger feeling prevailed today."

(continued on page 171)

3b. COLD WAVE KEEPS GROWERS NERVOUS IN SOUTHERN TEXAS

W. D. Googe sent the following report from Brownsville on March 13:-

"The past week in the lower Rio Grande Valley has been featured by weather conditions which put most of the residents under a tremendously nervous strain. No frosts or freezes actually occurred in this tip end of Texas, but the balance of the State was held in the icy grip of a belated winter. While the danger still threatens for another night or two, the Weather Bureau here predicts rising temperatures beginning tomorrow, March 14. Cloudy weather with light mists prevailed in the Valley throughout the cold spell, which averted frosts or freezes during the time when the thermometer registered from 30 to 42 degrees. The greatest damage resulted from cold winds from the icy region north of us, which whipped the beans, tomatoes and potatoes rather violently. No estimates of damage done are as yet very reliable, and all are waiting to see what happens tonight, when a clear still night with heavy frosts is predicted.

"Uncomfortable weather kept laborers out of the fields, and shipments were comparatively light. Nearly all commodities were advanced in price, cabbage reaching $40 a ton to growers on Saturday. Carrots and beets were bringing slightly higher prices, as a result of local conditions. Snap beans sold at a wide range, according to quality and condition. The bean season was about 60% over, so far as production is concerned, but much of this week's pickings will be lost. Harvesting of onions and potatoes was about ready to begin, when the heavy rain of March 5 fell. If weather does not interfere again, these two commodities will be moving freely by March 20.

"The cold weather benefited citrus by checking the infestation of groves by the Mexican fruit worm, which brought on a change in quarantine regulations effective March 5. Shipments to States north of the prohibited area were fairly heavy, as growers endeavored to clean trees of fruit to prevent further infestation when it turns warm. It is estimated that only about 500 carloads remain to be shipped. The limit on shipments from this section has been set at April 10."

4b. COLD WEATHER HINDERS ACTIVITY IN WISCONSIN POTATO MARKET

The following report of March 13 came from A. M. McDowell at Waupaca:-

"The extremely cold weather of the past week brought activities in Wisconsin almost to a halt. Temperatures ranged from 6 degrees below to 17 degrees above zero, and strong northwestern winds caused a few of the back roads to become drifted. But for the fact that there was very little snow on the ground, many of the main roads would have been impassable. Very few carlot sales were reported; in the early part of the week dealers were waiting for warmer weather and in the latter part of the week for authentic reports as to the extent of damage in the South. At a number of loading stations, the price to growers was advanced to 40¢ on Saturday and, with milder weather probable next week, it is likely that haulings will be greatly increased.

"Demand for seed stock dropped to almost nothing, but dealers anticipate that when the weather moderates there should be another week or two of good seed business. On Saturday, there was inquiry from southern Alabama and a few cars were diverted there, indicating that some replanting will be done in that district."

- IF YOU EVER GET A COPY OF THE D.L. WITH BLANK PAGES, ASK FOR COMPLETE COPY.-

5b. IDAHO POTATOES FREEZE EN ROUTE

R. G. Risser, of the Idaho Falls office, wrote as follows on March 10:-

"Low temperatures between Idaho and eastern destinations have proved a calamity to potato shippers with cars in transit. This week began with temperatures in Chicago so near zero that no trading was reported for Monday and Tuesday, while official records for Laramie, Wyoming, showed a minimum for Tuesday night of 40 degrees below zero. With few exceptions, last week's shipments had been billed "standard ventilation" and reports indicate that some cars have been arriving with the potatoes in the lower portion and ends of cars severely injured by freezing. Paper lining and preheating proved inadequate protection, and in some cases cars containing heaters were also badly damaged by cold."

6b. MICHIGAN ONIONS ADVANCE $1 PER 100 POUNDS

The following is quoted from a letter of March 12 from R. E. Keller at Grand Rapids:-

"The onion deal is closing with the market in a strong position. It is now estimated that only about 100 cars remain in Michigan. Cold weather prevailing over the country for the past week has not only aided demand but also retarded the maturity of Texas stock, thus giving a strong speculative impetus to the situation. F.o.b. sales have jumped $1 per cwt. in the last week. U.S. No. 1 stock, 30% to 50% 2 inches and larger in 50-pound bags, is now selling freely at $3, whereas a week ago stock of even larger sizes was barely returning $2.50.

"Potatoes have been very quiet, because of the cold weather. At most of the leading stations in the northern part of the State, it has been impractical to load because of the low temperatures. F.o.b. prices have advanced a dime on the stock offered, but little has been available. Buyers are holding off, refusing to take stock on the present advance, unless they are completely out of potatoes."

7b. GREATER EFFICIENCY FROM A STANDARD POWER ENVELOPE SEALER

Walter Kingsbury, of the Los Angeles office, has sent the following helpful suggestion in a letter of March 11:-

"Here is a method for combining economy with greater efficiency in operation of the standard power envelope sealer:

"We have found in the past that the rubber friction ring, against which the motor spindle works, is not only expensive but frequently short-lived. If the ring has a slight inequality, the spindle seems to be pulled against it with extra force at each revolution, wearing out a depression and resulting in slower and irregular operation. We have tried covering the friction ring and drum with two or three thicknesses of ordinary friction tape and have found that the motor spindle grips it more effectively, resulting in a noticeably greater speed. In addition, the tape protects the rubber from wear and should cause it to last almost indefinitely."

THE STOCKS OF POTATOES ON FARMS March 1 in the late and intermediate States were estimated at 112,000,000 bushels, or about 33% of the 1931 crop. At the same time last year, about 82,000,000 bushels were still on the farms, or around 27% of the 1930 crop in these States.

8b. FIRST REPORT ON HASTINGS, FLORIDA, POTATOES

W. D. Hull, in charge of the field station at Hastings, sent the following letter under date of Saturday, March 12:-

"The unseasonably cold weather, which prevailed over the greater part of northern Florida during the week, has caused much anxiety among the local potato growers and operators. Thursday night the temperature at Hastings reached an unofficial minimum of 29 or 30 degrees. Several of the operators stated that it was fully as cold the preceding night. Friday night it was not quite so cold, although there was no wind and the sky was clear. Saturday forenoon it was cloudy and later commenced to rain, and everyone began to feel more encouraged, especially when the reports of greater damage in other sections of the South were coming in.

"It is far too early to make even an approximate estimate of the damage resulting from frost and freezing injury. The more-optimistic people feel that a great percentage of the fields will recover almost 100 %, while, on the other hand, there are those who think that the yields will be cut 10% to 15% on the fields which would be ready to dig in the next week or two.

"From personal observation of the fields in the vicinity of Hastings, the injury to the potato vines appears rather slight, as only the upper and more-tender young leaves show the marks of frost injury. Some low-land fields in the vicinity of Elkton showed many darkened leaves. Several fields had been damaged as much from being whipped by the high winds as they had from the cold weather, the vines being in a very tender condition as a result of the excellent growing conditions which had hitherto prevailed.

"Saturday, the f.o.b. market for Florida potatoes was in a firm position. Wire inquiry was good and the local operators had no difficulty whatever in disposing of all available cars at $3 per barrel of U.S. No. 1 Spaulding Rose. At least two dealers stated that they could have sold several more cars at the same price, had they been available.

"Because of the rain on Saturday, only a few cars were loaded and, as loading had been light on Friday, the supplies were soon cleaned up. Digging operations during the later part of the week were light, and it is expected that they will continue so during the early part of the coming week."

Editor's note:- By Wednesday, March 16, the f.o.b. price had advanced to $4.50 per barrel.

9b. RECENT NEWS FROM COLORADO

Bryce Morris wrote as follows from Denver on March 12:-

"Extremely cold temperatures have prevailed throughout Colorado the past week. Unofficial reports have ranged from 20 degrees to 25 degrees below zero in northern Colorado, and for five days in succession the official temperatures in Denver have dropped below zero, establishing a 52-year record for March temperatures. Shipments of potatoes from the Greeley section dropped to nine cars for the week, compared with 97 the previous week. Markets have generally been dull, with prices steady in northern Colorado and slightly lower in the San Luis Valley.

"Onion supplies are reported practically cleaned up. According to local reports the San Luis Valley has probably less than 200 cars of potatoes remaining for shipment this season. Northern Colorado estimates range from 1,000 to 1,200 cars total, with a considerable portion expected to be trucked. Local estimates also indicate around 300 cars at Montrose and 500 cars at Carbondale, with 100 additional cars in miscellaneous districts through the State."

10b. PLANT CITY CROPS NOT DAMAGED AS SERIOUSLY AS EXPECTED

R. M. Peterson sent the following report from Plant City, Florida, on March 15:-

"The cool weather of the past few days, with predictions of heavy frost, depressed nearly everyone in this part of Florida to the point where a smiling face was rarely seen. Disaster to all tender vegetables was a foregone conclusion, and it is difficult to realize this morning that apparently all danger is past, with many crops in promising condition.

"The Plant City section had a heavy frost on Sunday night, with thin ice in some places. A frost Monday night was nearly as heavy but apparently did no additional damage. Tomatoes and peppers were damaged from 5% to 10%, but it is felt that the peppers will recover, with a normal but delayed crop. The damage to beans was spotted but generally estimated at 25%. Squash and cucumbers, with light acreage in this section, were hurt around 75%, and eggplant, which is grown to a light extent here, suffered similar damage. The remaining fields of strawberries suffered no damage except to a small amount of bloom. The berry movement will increase with warm weather but will continue light throughout the balance of this season, with around 50 to 75 cars per week.

"The Manatee section had very light frost, with no damage reported. The cool weather has delayed maturity, but the loading of a few cars of tomatoes is expected to start the latter part of this week, with continued light loadings the following week.

"The Wauchula cucumbers were damaged approximately 65% to 75%, the damage being restricted largely to the older fields where the vines were too large to cover. Only two cars are expected out this week, and loadings will continue light for several weeks."

11b. A FURTHER REPORT ON SOUTH FLORIDA CROPS

The following letter of March 16 came from J. B. Owens, at Pompano:-

"The cold wave, which struck south Florida Sunday night (March 13), did considerable damage to the crops in practically all sections except the extreme southern portion of the State. Frost damage to tomatoes was reported on the East Coast from the Indian River section as far south as Miami. At this time, I am unable to report just how severe this damage was in the Vero section, but the district from West Plam Beach south to Dania suffered a loss ranging from very slight to as high as 50%. An approximate average for this section might be estimated at 25% damage. The districts south of Miami and in Collier County reported no damage by frost. The tomato acreage around Belle Glade in the Lake Okeechobee section was damaged possibly 25% for the section as a whole, but favorable winds from across the lake protected the main plantings in the bottom lands. The damage to the bean crop around Pompano was variable. Many fields of young plantings were wiped out, while possibly half the remaining acreage received protection from water and smudges and the only damage done was the loss of the bloom and the very young beans. The beans which were nearly ready for harvesting were only slightly damaged and will be shipped during the remainder of the week.

"The f.o.b. market on beans is very strong, now that the end of the deal is so near. The highest prices to date for the season were paid on Monday (March 14), when the best Bountifuls sold as high as $5.25 a hamper. Tuesday's market was not quite so high, but nearly one-half of the offerings sold for $5 a hamper."

B. C. BOREE, Specialist in Market News

TEMPORARY FIELD STATIONS OF MARKET NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y.* D-310 Triangle Bldg.	837	A. L. Thomas H. S. Duncan	Onions Carrots Cabbage Apples Potatoes	Sept. 2 Sept. 2 Sept. 2 Sept. 8 Oct. 5	April 9 May 21 March 26 May 21 May 21
PRESQUE ISLE, ME.* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 10	April 30
WAUPACA, WIS.* Court House	894	A. M. McDowell	Potatoes	Sept. 15	March 26
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 17	May 7
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus Vegetables	Oct. 15 Dec. 7	April 10 June 1
WINTER HAVEN, FLA.* DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.* 412 P.O. Bldg.	895	R. E. Keller	Onions Potatoes	Oct. 31 Oct. 31	April 2 May 14
POMPANO, FLA.* Walton Hotel	937	J. B. Owens	Beans Peppers Tomatoes	Jan. 6 Jan. 6 Jan. 28	April 15 April 15 April 15
SANFORD, FLA.* City Hall Bldg.	910	B. E. Surry	Celery	Jan. 11	April 16
PLANT CITY, FLA.* Hotel Plant	850	R. M. Peterson	Stbr.	Jan. 18	March 24
HASTINGS, FLA.*	851	W. D. Hull	Potatoes	March 14	April 30
PHOENIX, ARIZ.*	815	A. E. Prugh	Lettuce	March 22	April 16
The following stations probably will open on date indicated:					
BRADENTON, FLA.*	850	R. M. Peterson	Vegetables	March 28	May 21
HAMMOND, LA. P.O. Bldg.	802	R. L. Sutton	Stbr.	March 28	May 14
The Federal representative at the following station will proceed to Phoenix, Arizona, but lettuce reports will still be issued at Brawley, Calif., by the State man.					
BRAWLEY, CALIF.* Planters Hotel Bldg.	933	A. E. Prugh	Lettuce	Jan. 25	March 19

* State cooperating

W. F. Cox in San Francisco. H. E. Rutland at Brooksville, Fla.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

INSPECTION SERVICE

1c. CHANGE IN STATEMENT REGARDING FREEZING INJURY

In the Division Letter for December 13, 1929, the following forms of statements were suggested in connection with reports on potatoes showing freezing injury:

A- "Grade defects average 10%, consisting chiefly of cuts, scab, second growth, including 3% freezing injury, in most cases followed by Slimy Soft Rot and so scattered throughout load as to indicate that injury did not occur in transit."

B- "Stock in contact with floor in bottom layer sacks shows freezing injury, affected potatoes in soft, flabby condition, and so located as to indicate that injury occurred in transit."

Experience has shown that Example A can be used satisfactorily, but a question has been raised in connection with Example B as to when a car is "in transit." A car of potatoes might arrive at destination without showing any freezing injury but, after remaining on track two or three days, the potatoes might be frozen next to floor and/ or next to side or end walls of car. In such cases, it would not be entirely proper to say that freezing injury was so located as to indicate that it occurred in transit. Therefore, Example B should be changed at the end to read: "_____ so located as to indicate that injury occurred in car."

A commodity should be regarded as "in transit" from the time loading is completed at shipping point until it reaches destination and is placed on team track for unloading. In some cases, it will be impossible to determine whether the product was frozen in transit or after arrival at destination, and the use of the word "car" in place of the word "transit" will safeguard the statement indicating when the freezing occurred.

2c. MEMORANDUM NO. 73

Copies of Memorandum No. 73 were mailed to all inspectors and Supervising Inspectors this week. It contains important instructions regarding a change in the practice of reporting size of potatoes. Effective April 1, 1932, the use of the terms "medium" and "large" will be discontinued and size of potatoes will be described by stating their diameter in inches or their weight in ounces. These instructions must be carefully studied and Shipping-Point Supervisors should bring the matter to the attention of all inspectors, so that there will be no delay in putting the new plan into effect on schedule time. The trade papers probably will carry an item, announcing the instructions which have been issued, and it is believed that the use of the suggested specifications will provide a satisfactory basis of trading.

3c. GRADING OPENS MARKETS OF PENNSYLVANIA GROWERS

More than $1,500,000 worth of graded and State-inspected fruit and vegetable products were sold to buyers in all parts of the world by Pennsylvania growers during the past season, according to D. M. James, Pennsylvania Bureau of Markets. The records show that 3,950 carloads of graded inspected fruits and potatoes were shipped from points in the Commonwealth, and 53,050,000 pounds of inspected raw canning crops were sold during the 1931-32 period.

4c. LOUISIANA BERRY MOVEMENT STOPPED BY COLD WEATHER

Hunter S. Moles sent the following information in a letter of Saturday, March 12, from Baton Rouge, La.:-

"The weather since last Saturday has changed conditions in Louisiana so rapidly that information, which might have been given one day, would be entirely misleading by the next morning. On Saturday, March 5, about 25 cars of strawberries were shipped and prospects were good that, by the middle of this week, we would be shipping 50 cars a day. The storm which had been traveling across the country farther north finally reached here Saturday and, after a heavy rain during the afternoon, a high wind came up and we had freezing temperatures Sunday morning. This was followed by cold, clear weather Monday and a fresh storm attack on Tuesday and Wednesday. The sum total has been a complete loss of all strawberries on the plants, and it will be probably four weeks after the weather clears up before we begin shipping again.

"Potatoes in favorable localities, where they had attained well-developed tops, were killed back to the ground and this will retard the shipments several weeks. The plants most badly injured will probably show very poor yields, as well. In some localities, snap beans were up and well along. These were also killed to the ground. Radish shipments entirely ceased, as all radishes up were killed. I understand that the radish acreage will be replanted, so that there will again be shipments of that commodity later in the spring.

"Shallots and other winter vegetables do not seem to have been injured; in fact the weather during the winter has been entirely too warm for them, and shipments of these commodities have been light, due to the unfavorable weather conditions."

5c. PROGRESS OF INSPECTION WORK ON MAINE POTATOES

G. Ray Warren, at Caribou, Maine, sent the following report on March 9:-

"For the past three or four weeks, the total number of inspections per week has been falling off. At the present time, we have only 11 inspectors working. Of these, only six are on straight time, the others being on a car basis. This week we shall just pass the 3,000 mark. At the present rate, we shall hardly make 60% of last year's total.

"Many shippers have been loading from 412 to 520 100-pound sacks per car all winter long. By following this method reefer, heating, loading and freight charges are cut down. Shippers, as a whole, do not like to stand the shrink necessary on a great deal of stock in order to make it grade. There has been considerable f.o.b. buying all winter by some operators from Philadelphia. They do not call for inspection and, as a result,- many poor potatoes. At first we inspected quite a number of boat shipments. The way the potatoes are loaded on the boat, it does not matter much whether a shipper puts up good stuff or not. Many shippers use the same brand and, when loaded on the boat, these potatoes lose their identity because they are not all boat-marked. Under such conditions, we are getting very few cars to inspect.

"Although the shipments have been heavy for the past three weeks, Maine is still over 6,000 cars behind last year's record and has plenty of potatoes to move. Last week, 417 cars were shipped on one day. This is the largest movement on record for one day, for several years. Last Monday morning, the Caribou starch factory opened up for one day. About 9 o'clock, I counted 73 teams and 5 trucks lined up. Thirteen teams had all ready been unloaded. I

have not heard how many were unloaded that day.

"We have just finished about three days of stormy weather. Over one foot of snow fell, which is the heaviest snowfall this winter. The main roads have been kept open all winter to automobile traffic, but they are surely closed now."

6c. SERIOUS DAMAGE TO SOUTHERN TEXAS CROPS

"We had prospects for about 4,000 cars of tomatoes and 2,500 cars of potatoes, but the freeze on the morning of March 14 resulted in a total loss of beans, cucumbers and corn, about 60% loss of potatoes and 75% of tomatoes. The weather yesterday and today has been warmer, and the damage is showing more than at first estimated.

"The spring crop of potatoes was about three weeks earlier than last season, and may not be damaged as estimated. Digging will start this week and, from all indications, the 1 7/8 inch chains will be used. Size of the later crops may be much smaller and may require the 1 1/2 inch minimum.

"Bermuda onions at Raymondville are starting, with only a few cars moving this week. The inspector called yesterday and advised that some freezing injury was found in stock which had been pulled and was exposed on the night of the 13th. This damage was light and affected only one or two outer scales on a very small percentage of stock.

"I drove to Falfurrias on March 10 and found snow from that point on to Corpus Christi, Robstown and San Antonio. The freeze on the night of the 13th finished the cucumbers, beans, corn, and tomatoes in that territory. The tops of beets and carrots may show some damage, or at least wind damage. Spinach was also wind-damaged. Bermuda onions were not hurt. This territory has a tremendous increase in vegetable acreage. There are 21,600 acres of onions in three-foot rows and, instead of planting cotton, it seems that the whole country is planted in beets, carrots, turnips and spinach. These crops are late and, if not seriously damaged, there will be many carloads moved in the near future.

"Laredo and Crystal City reported snow. Onions and spinach were not hurt. The temperatures perhaps will thicken the spinach and kill worms, and will check thrip on the onions.

"All growers seem at a standstill, wondering whether they should plant again. The situation will reduce our inspections at least 7,000 cars."- from H. T. Longino, Harlingen, Texas, March 15.

7c. SPECIAL INSPECTION WORK IN CLEVELAND AND BOSTON DURING FEBRUARY

The following report belongs to the monthly tabulation of receiving-point inspections, published on page 151 of last week's D.L.:

The following inspections were made under agreement with the Northern Ohio Food Terminal at Cleveland during February:- Total 1,256; Nickel Plate 1,004; B. & O. 15; Erie 17, P.R.R. 103; Kroger Grocery and Baking Company 71. The Boston office inspected and passed for city institutions 233,644 lbs. of fruits and vegetables; rejected 1,795 lbs., with 190 lbs. cut, making total inspections of 235,629 lbs. during February.

8c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from List of Past-Due Accounts:

A. J. McPartland,	New Haven, Conn.	$4.41
A. H. Lendt,	Lock Berlin, N.Y.	$1.00

-SEE Par. 9c on page 172.-

R. C. BUTNER, Specialist in Inspection

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1347, San Juan, P. R.	Citrus Pineapples	(year round)	
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	April 1
WASHINGTON:	W. A. Hilgeson, Court House (Box 190), Wenatchee, Wash.	Apples	Aug. 15	indefinite
VIRGINIA:	T. W. Ayres, 417 Cameron St., Winchester, Va.	Apples	Sept. 14	April 1
MAINE:	G. Ray Warren, Caribou, Maine	Potatoes	Sept. 14	April 1
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	May 15 May 15
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Citrus Vegetables	Sept. 20 Nov. 15	April 1 April 1
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 1
	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Lettuce	March 10	April 23

REPORTS on North Dakota potatoes can be obtained from R. C. Hastings, State College Station, Fargo, N. Dak.

REGULATORY ACTIVITIES

1e. ADDITIONAL HEARINGS UNDER P.A.C. ACT

The following hearings under the Perishable Agricultural Commodities Act have been announced by the U.S. Department of Agriculture. C. P. Dorr, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:

Date	Place	Parties Involved
March 30	Waco, Texas	H. A. Spilman vs. Turner Brokerage Co.
March 31	Tyler, Texas	Sawdey California Co., Ltd. vs. H. Friedlander Produce Co. & Shank Brokerage Co.
April 2	San Benito, Texas	DeMaria & Janssen, Inc. vs. Alexander Mktg. Co.
April 5	Amarillo, Texas	F. C. Nelson vs. A. S. Myers

2e. PEAR GROWERS ORDERED TO REFUND MONEY TO CITY DEALER

The Secretary of Agriculture has ordered the Medford Pear Growers Association of Medford, Oregon, to return to Thomas Caito, Cleveland, Ohio, the sum of $545, as the result of a hearing held under the Perishable Agricultural Commodities Act.

The Medford Pear Growers Association filed a complaint against Thomas Caito, alleging unlawful rejection of 10 carloads of pears. Caito entered into a contract to buy five cars of pears f.o.b. Medford, Oregon, and paid a deposit of $100 a car thereon. Subsequently, Caito agreed to take five additional cars but the deposit on these cars was never paid. The contract for the pears called for Fancy Bartletts, the stock to be green and in good condition for storage. Upon arrival of two cars, which Caito understood to be offered on the contract, it was found that the pears were hail-damaged and the shipper stated that they had been offered to Caito in error. The condition of the pears in this car, however, raised the question as to whether or not the stock to be supplied would be green and suitable for storage. It was learned that the shipping-point inspection certificates on the first lot of five cars referred to only one of the cars as being green when loaded. Because of the apparent unsuitability of the stock for storage, Caito refused to accept any of the 10 cars.

The Medford Pear Growers Association was compelled to sell the cars elsewhere and filed a complaint, alleging that they had sustained a loss of $4,054.72, plus $500 expenses in connection with the transaction. In his answer to the complaint, Caito admitted many of the allegations but denied that the pears were of the quality called for, and asked that the Medford Pear Growers be required to return the $500 deposit made on the first five cars, with interest at 6% from August 11, 1930. The Secretary held that Caito had specified that the pears must be green and suitable for storage; that a substantial quantity thereof was not green when loaded at shipping point; that Caito's rejection of the pears was justified and not in violation of the law, and that the Medford Pear Growers should return to Caito the sum of $500 plus interest. The Secretary therefore issued a reparation order against the Medford Pear Growers in the sum of $500 plus $45 interest, making a total of $545.

3e. DAMAGES AND REPARATION ORDERED IN THE SAME CASE UNDER P.A.C. ACT

Jill Brothers, New York, N.Y., have been awarded damages in the sum of $378 and have been ordered by the Secretary of Agriculture to pay Demase & Morgan Co., Pittsburgh, Pa., the sum of $145.40 as the result of a hearing under the Perishable Agricultural Commodities Act.

Jill Brothers bought five carloads of U.S. No. 1 tomatoes from Demase & Morgan at $1.25 per lug delivered. One of these cars contained tomatoes that Jill Brothers contended were not of the quality purchased, and they therefore refused to pay the full purchase price thereof, tendering to Demase & Morgan a check in the sum of $165.25, which check that company refused to accept. The tomatoes in this car were not officially inspected at either shipping point or destination but were inspected by a private inspector at New York, whose certificate stated that the tomatoes were affected by watery soft decay ranging from 4% to 24%; that 233 of the 260 lugs showed wet stains; that some were in a leaky condition, and that the condition of the tomatoes on arrival indicated that they were not U.S. No. 1 prior to shipment from Pittsburgh. The tomatoes were sold by Jill Brothers at an average price of $1.37½ per lug, whereas tomatoes of the quality specified in the contract sold on the same market at an average price of at least 60¢ more per lug. Jill Brothers claimed, therefore, that because of the failure of Demase & Morgan to make delivery in accordance with the terms of the contract they had been damaged in the sum of 60¢ per lug. The Secretary finds that Demase & Morgan sold U.S. No. 1 tomatoes; that they failed to deliver tomatoes of this quality, and that Jill Brothers were damaged in the sum of $378.

Jill Brothers did not file a counter claim but asked that the complaint be dismissed, although their answer alleged, and it was proven, that they had offered Demase & Morgan the sum of $165.25 in full settlement. The Secretary finds that Jill Brothers' answer is sufficient to present the defense of recoupment in diminution or extinction of the price. He therefore holds that the complainant is entitled to the contract sale price, less damages in the sum of $378 and freight charges in the sum of $264.10, leaving a balance of $145.40. The Secretary's decision thus awards Jill Brothers damages in the sum of $378 on account of the failure of Demase & Morgan to deliver in accordance with the terms of the contract, but orders Jill Brothers to pay to Demase & Morgan the amount yet due on the car. Reparation order was issued in the sum of $145.40, and facts directed to be published.

4e. NEW OFFICES LISTED

The Regulatory Branch moved from the Earle Building to the new Department of Agriculture extensible office building on B Street, Southwest, on Saturday, March 12. Its personnel is now located on the second floor at the B Street end of Pavilion D, as follows:

Room 2049	Mr. Robb
" 2047	Mrs. Bailey (Mr. Robb's secretary) and Mrs. Pettit.
" 2045-3-2	Mr. Walleigh and the licensing force.
" 2041-A	Mr. Spilman and Miss Bayne.
" 2041	Mr. Evans and Miss Bramhall.
" 2039	Investigational force: Messrs. Newton, Harsha, Shoemaker, Steinbauer, Lensen, Dykes and Curry.
" 2040	Mrs. Baxter and filing force.
End of hall	Mrs. Murphy and Miss Maher.

Telephone branch numbers remain unchanged, except that an additional phone, Ext. 729, has been installed for the investigators in Room 2039.

5e. DAMAGES AWARDED A PHILIDELPHIA FIRM IN CASE UNDER P.A.C. ACT

The C. S. Moore Produce Co., Canal Point, Fla., has been ordered by the Secretary of Agriculture to pay to the C. G. Justice Co., Philadelphia, Pa. the sum of $485, as the result of a hearing held under the Perishable Agricultural Commodities Act.

C. S. Moore offered for sale two cars of Florida tomatoes which were then in transit. He took T. Lane Moore, of the C. G. Justice Co., to the Fort Mayaca Packing House, where several bins of tomatoes were looked at and at least two crates of packed tomatoes labeled "Mayaca Maid" were inspected. T. Lane Moore testified that C. S. Moore said to him: "These are the tomatoes" and that it was his understanding that the tomatoes in the cars then in transit were of the "Mayaca Maid" brand. Acting on this assumption, T. Lane Moore wired Justice, describing the tomatoes and stating that, if Justice wanted them, he should wire C. S. Moore immediately. On the strength of this information, the two cars in transit were purchased by Justice and the drafts thereon were paid before the arrival of the cars. When the cars arrived, it was found that the tomatoes were "Big Pine" brand and of a quality inferior to that purchased. C. S. Moore contended that he had not sold "Mayaca Maid" brand and had not represented to T. Lane Moore that the tomatoes in the cars were of that brand.

The Secretary held that T. Lane Moore acted as agent for complainant to the extent that his inspection of the tomatoes affected the legal relationship of the parties; that the contracting parties each understood the actual tomatoes that were to be delivered were then in transit; that, if it was understood that the cars were not to be loaded from the bulk examined, the sale must be regarded as a sale by sample; that it is generally held that the rule of caveat emptor does not apply to a sale by sample; that there is an implied warranty that the bulk shall correspond to the sample in question; and that complainant is not precluded from maintaining action in this case because of the examination of the tomatoes made by its agent. The Secretary further holds that the statement made by C.S. Moore was false and misleading and that complainant should be awarded damages in the sum of $441, with interest thereon. He therefore issued a reparation order in the sum of $485 and directed that the facts be published.

F. G. ROBB,
In Charge, Regulatory Branch.

-- CONTINUED FROM PAGE 159 -

Additional from B. E. Surry, Sanford, Fla., in letter of March 14:-

"The coldest weather in Sanford district occurred this morning, when the temperature was around 24 to 27 degrees. Wind has done some damage to young plants and, in some unprotected parts of the county, young beans, peppers, eggplant and squash have been entirely wiped out. No appreciable damage to celery or cabbage has occurred to date."

OFFICE NOTES:

Mr. Sherman expects to leave Washington next Monday for Harrisburg, Pa. From that point, he will be accompanied by one of the representatives of the State Bureau of Markets to State College, where Mr. Sherman on Tuesday will give two addresses before a group of students who are in special training for shipping-point inspection work in Pennsylvania. At the morning session, his subject will be: "Developments in Standardization and Its Effects on the Marketing of Fruits and Vegetables." At the afternoon session, Mr. Sherman will discuss: "Marketing Activities of the Fruit and Vegetable Division, B.A.E."

Robert G. Hill, of the Standardization Project, returned to Washington on Wednesday after his two weeks' field trip in the interest of peanut grades.

W. E. Lewis and W. F. Allewelt left Sacramento on Wednesday (March 9) for a 10 days' trip through the shipping districts of California. They went direct to the Imperial Valley and will return via Los Angeles and the coast districts.

O. N. Harsha, of the Regulatory Branch, expects to go to Philadelphia next Wednesday, to be of any necessary assistance in the P.A.C. Act hearing of the case of Bourk-Donaldson-Taylor, Inc. vs. J. P. Willson.

A. E. Prugh plans to leave Brawley, Calif., by the end of this week and open the Phoenix, Arizona, station on lettuce by next Tuesday.

W. D. Hull, who had been assisting with market-news work in the Chicago office for several months, left there on March 7 and stopped at the Washington office on Tuesday, the 8th, en route to Hastings, Fla., where he has opened the field station on early potatoes.

Herbert Graff went from Washington to Staunton, Va., on Wednesday of last week to inspect a carload of California mixed vegetables in that market.

E. L. Ruch, of the California inspection staff, has opened the shipping-point inspection work on spring lettuce at Phoenix, Arizona.

THE DOMESTIC WOOL SECTION moved from the Earle Building on Monday, March 14, to Room 3-329 in the third wing of C Building, 7th & B Streets, Southwest. This room is now occupied by H. V. DeMott and the 1918 wool files. The space allotted in the new extensible building of the Department was found insufficient to house this work near to W. L. Evans, who is still in charge of the activities of the Domestic Wool Section. Mr. Evans' office is in Room 2041 of Pavilion D of the new building.

SEE LIST OF NEW OFFICES of our Division at bottom of page 170.

- Continued from Page 167 -

9c. REVISED PAGE FOR SPINACH INSPECTION CIRCULAR

With this D.L., each inspector will receive a copy of a revised sheet, pages 3a and 4, which is to be substituted for the present corresponding sheet in the spinach inspection circular in the Handbook. Be sure to destroy the old sheet. - R.C.B.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 12 March 25, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. A VALUABLE SUMMARY ON FRUITS FOR THE 1931 SEASON

The Division of Crop and Livestock Estimates has issued, under date of March 21, a very comprehensive and valuable summary regarding fruits for the 1931 season. Numerous statistical tables are presented, along with summaries for each important fruit in each general geographical area. Ten leading fruits are discussed, as follows:

Apples	Grapes	Cherries
Peaches	Oranges	Apricots
Pears	Grapefruit	Prunes
	Lemons	

In addition, information is given concerning nuts and miscellaneous smaller fruits, including cranberries. Prices are discussed, and information is given as to fruit forecasts and the annual outlook reports. Tables of particular value summarize the disposition of eight fruits in California (peaches, pears, plums, prunes, grapes, apricots, cherries and figs), showing the respective quantities which were canned, or dried, or shipped fresh out of the State, or used as fresh fruit within the State.

The estimated 1931 production of 10 major fruits in the United States was about 12,157,000 tons, having a farm value of $364,000,000.

Copies of this 26-paged report can be had on request from the Division of Crop and Livestock Estimates in Washington.

2a. FURTHER FROST DAMAGE IN FLORIDA

J. C. Townsend, Jr., sent the following telegram from Miami on March 20:-

"Vero - Fort Pierce section: Tomatoes suffered further frost damage on Tuesday night, March 15. Loss of one-third acreage and one-half expected tonnage. Lake Okeechobee section tomato tonnage cut 50%; acreage cut about one-fourth. Beans:- Very few left since cold weather. Replanting since frost about 1,000 to 1,500 acres. Seed scarce, but expect to have 3,000 acres for spring harvest. Pompano section: Movement of peppers and beans slow after this week. Expect only seven to ten cars of beans daily. Dania and Hallandale tomatoes hurt 50% by frost. Dade and Collier County tomatoes passed peak movement; will continue fairly heavy for six weeks. Manatee County tomatoes begin this week." - (see footnote on page 183 of this D.L.)

3a. HELP TO LOCATE B. P. BAGBY

Inspectors and market-news men are requested to advise H. A. Spilman, of the Regulatory Branch, if the present address of B. P. Bagby is known to them. This party was formerly connected with the Florida Citrus Fruit Company of Tampa, St. Louis, and Chicago.

MARKET NEWS SERVICE

1b. MARKET REPORTS APPRECIATED IN CLAIM CASES

In a letter of March 18, the Freight Claim Agent of the Mobile and Ohio Railroad Company, Mobile, Ala., included the following remarks:

"We have found your Market News Service bulletins of much value in reaching proper conclusions in our claim cases. These bulletins have been obtained by individual requests on your Chicago office, and they have been furnished with courtesy and despatch in connection with our requests on individual claims. We would now like to request that you have this office placed on your mailing list for all such bulletins, so that we may keep a continuous file."

2b. MAINE POTATO PRICES ADVANCE SHARPLY AND THEN DECLINE AGAIN

V. H. Nicholson sent the following report from Presque Isle on March 19:-

"Considerable excitement prevailed in the Maine potato market about the middle of the week, and the street price here in Presque Isle rose to mostly $1 per barrel on Wednesday. The volume of movement at that price was fairly heavy, but the carlot market did not keep pace with the price on the street. The street price sagged back to about 75¢ per barrel yesterday (Friday), and it appears as if it has held about that figure today.

"Several factors were responsible for this spectacular rise in prices, but probably the most important were the reports of a severe freeze in the southern States. Heavy snows in this section last week blocked the roads and haulings were rather light. If the roads had been open, many farmers would probably have hauled potatoes to the shippers' warehouses. With the roads blocked, however, practically all the cars were loaded from warehouses.

"Movement has been only moderate in volume, and the total for the week probably will amount to about 1,400 cars. Total shipments to date are 34,280 cars, or approximately 6,900 less than to this date last season. With the improvement in market conditions, most shippers are saying that total movement from Maine this season will run from 45,000 to 50,000 cars, but the heavy stocks on hand would indicate a greater movement, providing market conditions warrant. Stocks on Maine farms March 1 were estimated at nearly 23,000,000 bushels, or 8,000,000 more than holdings a year ago."

3b. NOVA SCOTIA'S CHRISTMAS TREE INDUSTRY

A Truro, N. S., dispatch today says: "A brand new farm industry, the selling and marketing of Christmas trees, has netted the Provinces of Nova Scotia and New Brunswick $303,396, according to information released by the Provincial Government of these Provinces, covering the last year's operations. It is estimated that about 4,000,000 trees are cut annually to meet the Christmas demand, and the bulk of these are exported to cities in the United States, principally New York. It is expected that next year will be a banner one in this business, as each year the business has increased materially." -(from Daily Digest, March 14)

4b. PRICES ADVANCE ON ALL NEW YORK PRODUCTS

The following interesting report came from A. L. Thomas, of the Rochester office, under date of March 22:-

"Cold weather, together with freeze damage to southern crops, has increased the demand for New York State products, and price advances have been noted on all commodities.

"A better feeling prevailed for apples and considerable buying by the large operators was evident during the week. One large operator purchased some 20,000 barrels. F.o.b. sales ranged slightly stronger. Barrels of U.S. No. 1, 2½ inches up Baldwins brought mostly $3-$3.25, while bushel stock ranged around $1.10, with some shippers asking $1.25. This week's shipments filled 355 cars, which is the heaviest movement during the past month. The operators have been watching with much interest the freeze-damage reports in the early strawberry sections.

"Movement of cabbage continued fairly heavy, despite the report that supplies are very limited. F.o.b. prices held steady to firm, and a wide range prevailed due to the quality and condition. Bulk and sacked stock ranged about the same at $45-$55 per ton, with an occasional sale of stock from cold storage as high as $60. Local estimates as to the number of cars remaining range from 100 to 150.

"The season for carrots is practically ended and shipments are averaging around 4 cars daily. F.o.b. prices continued to advance. The 100-pound sacks of rough stock brought mostly around $4.50. A few dealers are asking as high as $5.

"Onions have been in moderate demand during the week and prices advanced nearly 2¢ a pound. Between 150 and 200 cars remain to be shipped, according to the local dealers. All of these are in the hands of large operators.

"Potatoes showed a sharp advance, reaching as high as 90¢ on 100-pound sacks, but yesterday's f.o.b. quotations showed a drop to 73¢-78¢. The movement was active and 279 cars rolled from the State during the past seven days, possibly the heaviest week this season. Growers were receiving 25¢-30¢ per bushel. Chain-store buying has been heavy."

5b. HEAVY MOVEMENT OF COLORADO POTATOES

Bryce Morris included the following comments in a letter of March 19 from the Denver office:-

"The potato movement in northern Colorado this past week has been the heaviest of the entire season. Dealers and shippers estimated between 1,000 and 1,200 cars on hand in the Greeley section March 15, and were of the opinion that half of this amount would be moved by the first of April. Prices in that section advanced, in line with shipping-point quotations throughout the country.

"Much warmer weather recently has prevailed over Colorado, following the most extreme temperatures of the entire winter during the second week in March. No damage was caused to any fruit trees in Colorado, due to the earliness of the season. Considerable snow has fallen on the high mountains this week, which of course will aid the water supply for the 1932 crops.

"Onions were jobbing on the Denver market this week as high as $10 per cwt. for desirable sizes."

6b. SERIOUS DAMAGE TO SOME CROPS IN RIO GRANDE VALLEY

The following information came from W. D. Googe, at Brownsville, in a letter of March 20:-

"The cold wave ending March 14, together with high winds and rain, wrought havoc with the spring crop of tender vegetables in the lower Rio Grande Valley. Practically no damage was done to the hardier vegetables, for which there has resulted a better demand and higher prices.

"The Valley snap-bean crop was practically wiped out. There will be no appreciable volume of this commodity until those which were just under the ground when the frost came, and those planted since, have grown and matured. A few isolated spots are reported to have escaped with only slight damage, and a few vines will put on new blooms and make a short crop of inferior quality. Probably four to six weeks will elapse before the new crop will be ready.

"There is a great deal of argument about the tomato crop. The most conservative estimate is that half the crop was ruined, while many place the damage as high as 80% of the plants killed. What plants were not covered were cut completely to the ground, and the portion of the crop which was covered is small. It will be a week or so, before it can be determined what percentage of those frosted back will come out. Instead of the first of April, as was expected, it will be the first of May before any important shipments of tomatoes will be made from this section.

"The potato crop will be reduced 25 to 50%. About a third of the spring crop was practically made and will be dug within the next four weeks. Yields from the early acreages are normally light. The potato plants stood the weather much better than tomato plants, but the damage was heavy. It remains to be seen how well they recover, but some growers claim that the damage to potatoes is not so great as it now appears.

"Cucumbers, squash, green corn, okra, watermelons and the like were a total loss, except where protection was afforded. Some corn, where not too large, may come out.

"New quarantine orders are that Valley citrus fruit must be off the trees not later than March 25. The movement during the coming week, therefore, will be heavy."

7b. WIDER DISTRIBUTION FOR WISCONSIN POTATOES

A. M. McDowell reported as follows in a letter of March 19 from Waupaca:-

"Wisconsin shared in the general advance in potato prices during the past week. The peak was reached on Wednesday when most U.S. No. 1 cars were sold at prices ranging from 65¢ to 70¢, which was higher than at any time since the middle of September and an advance of about 15¢ over the low of the previous week. Inquiry and demand were heavier than at any time this season and, although both fell off sharply by the end of the week, prices held fairly well around 65¢ for U.S. No. 1 and 55¢ for unclassified stock.

"Distribution was a little wider than formerly, as higher prices in Michigan made it possible for Wisconsin potatoes to be shipped to points in Indiana and Ohio, where previously they had been excluded by reason of Michigan's advantage in rates. Wisconsin potatoes reached Indianapolis for the first time since the middle of November, and Cincinnati took a number of cars for the first time in almost a similar period."

8b. MICHIGAN ONIONS NOW RETURNING $3 PER 100 POUNDS

R. E. Keller wrote as follows from Grand Rapids in a letter of March 19:-

"The Michigan onion market for the past week continued stronger. F.o.b. sales made their sharpest advances of the season and reached new high levels. On Saturday a week ago today, f.o.b. sales on the best-sized stock in 50-pound sacks advanced from $3 to $3.25; on Monday from $3.25 to $3.50; on Tuesday from $3.50 to $3.75, and Wednesday to $4, at which level the price has since been maintained.

"The potato situation livened up somewhat. F.o.b. Cadillac shipping-point sales for U.S. No. 1 Russet Rurals on a sacked per cwt. basis advanced from 55¢ and 60¢ to as high as 84¢. Curtailed supplies and a better demand because of cold weather over the northern part of the country, combined with the frost damage to new-crop potatoes in the South, created a much stronger market. Some of the speculative strength has subsided in the last two days, and with plentiful offerings prices are again receding.

"Movement to date of seed potatoes has been quite limited. However, shippers predict a heavy movement of this stock as soon as the weather turns warmer. Total forwardings of potatoes from Michigan now are 5,644 cars, compared with 1,804 a year ago."

9b. INTERESTING ITEMS FROM THE NORTHWEST

T. R. Hall, of the Seattle office, included the following items in a Northwestern Market Review dated March 16:-

"Northwestern apple shippers and exporters were greatly disturbed by the action of France in placing an embargo upon all apples from countries where San Jose scale has been found. This order was later revised after exporters had protested, declaring losses to American shippers would amount to many thousands of dollars because, of stock already afloat, much would spoil before it could be sold elsewhere. The domestic apple markets are showing very little improvement, with only 5¢ and 10¢ advances being posted for Delicious and Winesap apples from cold storage. Common-storage holdings of these varieties are practically off the market.

"Northwestern potato markets have been somewhat rejuvenated by prospects of a prolongation of the old-potato marketing season. Cold, unseasonable weather in Texas and Florida is postponing much activity in the new-potato deal. U.S. No. 1 Russets, f.o.b. Yakima Valley shipping points, have advanced as high as $15 sacked per ton since mid-March, and this represents the first noticeable inclination to higher prices during the 1931-32 season. Idaho Falls and Oregon shipping districts have likewise participated in this favorable move. Seed-potato dealers in western Washington have had almost no inquiry except for very small lots, but a delayed demand from California is slowly developing.

"Offerings of other local vegetables on the city markets are very light. The season for hothouse rhubarb is rapidly drawing to a close, and out-door rhubarb will replace the dwindling offerings of the early stock before March ends. Local spinach is being cut to a limited extent and meeting a good demand in Seattle at 90¢-$1 per orange crate. Hotbeds are filled to capacity with celery, cabbage, cauliflower and lettuce plants, waiting for fields to become sufficiently dry to enable growers to set the plants."

10b. A COMPREHENSIVE REPORT ON IMPERIAL VALLEY CROPS

A. E. Prugh wrote as follows from Brawley, Calif., on March 21, just before leaving for Phoenix, Arizona:-

"The Imperial Valley lettuce season is finishing with a sharp, rather-unexpected advance in prices, the carload f.o.b. cash-track market jumping from $1-$1.20 on March 12 to $1.50-$2 on the 19th.

"On account of low prices the first part of March, many fields had not been irrigated or cared for properly, permitting much of the stock to 'blow up,' so that about the 12th it was apparent that shipments the first part of the next week would average only about 135 cars per day, dropping to 100 on the 19th. However, prices began advancing on Monday (March 14) with reports that the Phoenix district was really late. At this time there was a possibility that higher prices would cause shippers to go into the old abandoned fields and possibly ship heavily again, as the rain in February, instead of causing a loss of about 10,000 acres as it had done last year, increased production about 1,000 cars and brought about earlier harvesting. When only 153 cars moved on Tuesday and there was no increase Wednesday, it was apparent that shippers found most of the old stock too poor to cut and for the six-day period shipments averaged only 138 cars, dropping to 120 the 19th and 45 on Sunday, the 20th. Hot weather at this time was causing poor quality, and best cars were grading 70%-75% of U.S. No. 1 quality. About 400 cars were estimated to move during the week starting the 21st, with very few thereafter, depending on weather conditions.

"The Phoenix season was late in starting, with only seven cars on the 14th and eight on the 19th. Reports indicate only 300 cars for the week starting the 21st, with 90% of the Phoenix stock to move in April.

"The Yuma district averaged about 20 cars per day for the week starting March 14, and some shippers expected daily shipments to go as high as 50 the following week, but hot weather may cut movement to a peak of 35 cars. This district has been fortunate in coming on as Imperial Valley was tapering off and, with fresh stock grading 80% to U.S. No. 1, the market there advanced to $2.25-$2.75 on Saturday, the 19th. Starting the 28th, movement in Yuma should show a sharp drop, as the season there is short on account of weather conditions.

"Shippers here fortunate enough to have carrot acreage are reaping good returns. The cash market has not been below $1.75 and recently has ranged $2.75-$3. After the disastrous season last year, a light acreage was planted. Frequent rains in the Santa Maria district caused light shipments and poor color there and, with movement light in Texas, conditions were made to order for Imperial Valley. Several shippers have moved their crop, but a light movement will continue into April. On the 19th of March 75 cars were reported on track in 12 leading markets, compared with 178 a year ago.

"The pea movement has been in its peak, with around 20 cars per day. Mexico is practically through and the cash f.o.b. market has been around $3.75 for 45-pound crates and $2.25-$2.50 on hampers. Shipments from central California came on rather early and were heavier than expected.

"The peak of Imperial Valley cabbage shipments came on the 15th, with 13 cars. Only 330 acres were planted in the Valley this season, and shipments were down to five cars on March 19. Cold weather in southern competing districts caused the cash f.o.b. price to advance from $20 to $50 per ton in a few days. It is closing around $40.

"The Valley is moving more cars of mixed vegetables this season, including lettuce, peas, asparagus, carrots and cabbage. An occasional car of anise and chicory has been shipped.

"The first report of the Agricultural Commissioner of Imperial County for the cantaloupe, Honey Dew and Honey Ball acreage shows 43,586, compared with 52,000 acres last season. The early covered acreage is about 5,200 acres less than last year on cantaloupes and 1,300 less on Honey Dews, according to an official report of the California Cooperative Crop Reporting Service. Perhaps the usual loss of 5% to 10% has been caused by frost and rain. A few cars may move during the last few days in April, at least a week later than last year.

"Asparagus has been moving from the Valley at the rate of seven or eight cars a day. Movement has increased in northern California. The market has been fairly good, as cold weather in the Southeast evidently slowed up the expected early movement there."

11b. HIGHER PRICES FOR FLORIDA POTATOES

W. D. Hull wrote as follows from Hastings in a letter of March 21:-

"With the reports of frost and freezing damage reaching as high as 50%, as the result of the cold weather during the early part of last week, the Florida f.o.b. potato market showed considerable strength. By Wednesday, March 16, the price per barrel of U.S. No. 1 stock had advanced to $4.50. During the first of the week, wire inquiry was good and, with so few cars moving from this section, more orders were received than could be filled.

"A light rain which fell on Thursday night will do much toward repairing the damage caused by the frost in the more-favorably-situated fields in the vicinity of Hastings. However, no rain was reported at Elkton, and that is the section which had suffered most from the previous dry weather and freeze. The greater portion of loadings last week came from the Federal Point section, where the crop was further advanced.

"A light movement is anticipated this week, as the Federal Point section is past its peak and many growers adjacent to Hastings are in favor of leaving the crop in the ground for a while, as the vines seem to be making material recovery from the frost. The consensus among the operators is that the deal will move very slowly and that total shipments for the season may be less than 2,500 cars, compared with 5,100 last season."

12b. FLORIDA CELERY ADVANCES FURTHER

B. E. Surry, of the Sanford field station, sent the following report on March 21:-

"Florida's celery shipments of 280 cars last week were slightly less than for the preceding week and hardly more than half the total for the same period a year ago. With good inquiry, the supply was inadequate to meet the demand and prices advanced steadily. Closing prices on Saturday for washed celery ranged $2.50-$3 per crate, representing an advance of 75¢ during the week. Several cars of rough stock brought $2.75-$3. Quality was generally fair, with some shipments of rather poor quality. Though very little damage is now caused by worms, most cars are prevented from grading U.S. No. 1 because of black-heart, blight and pithy stalks."

(continued on page 184)

13b. LOUISIANA BERRY MOVEMENT DELAYED

Below is published a letter of March 22 which came from R. L. Sutton, in charge of the Hammond field station:-

"The early start of the Louisiana strawberry season has had a severe set-back. Freezing temperatures that occurred during the week of March 6-12 damaged the first crop of berries seriously. It has been estimated that the damage to this first crop ran as high as 90%. Shipments dropped off to practically nothing for several days after the freezing weather. The fruit that has been moved subsequently came mostly as a surprise, since it was felt that very few berries could be picked until about April 1. On Saturday, the 19th 12 cars were shipped, and 13 moved on Monday, March 21; about the same number are expected to be loaded again today, but a scarcity of berries is expected to be felt after the middle of this week, with the period extending throughout most of the remainder of the month.

"The stormy weather prevailing in northern cities would make it hard for the shippers of this State to market any large volume of berries. Of the 13 market reports received here, it has been noted that during the past couple of days snow or sleet has prevailed in at least half of them. The key market for Louisiana berries, Chicago, reported today that snow fell throughout Monday and on Monday night and buyers here from Chicago report traffic to be almost paralyzed in that city.

"The auction sales at Hammond have held at high levels. This would be expected in view of the light offerings, but unfavorable weather in the city markets naturally affects the buying at shipping points. Last night the auction sales on the 11 cars offered ranged from $3.82½ to $4.20, the average price being $4.01. The cars are loaded with 24-pint crates. The question of the quality of the fruit being shipped is a matter of speculation. The grade, of course, is not U.S. No. 1, and in practically all cases the crates are not marked with anything other than the labels of the shipping organization.

"With the lighter yields that will develop this season, it is probable that the carlot movement will run at least 1,000 cars under last season's output of 4,720 cars, even though the acreage is estimated to be 5,000 acres greater than in 1931.

"The market-news office issued the first report from Hammond on Monday, March 21. It is to be expected that the daily movement will be light until the early part of April. Heavy volume can hardly be reached until the second crop comes into maturity."

14b. CONVENIENT TABULATIONS OF POTATO SHIPMENTS

Since the important change which was made in the grouping of States, in tabulations of potato production and shipments, as mentioned in Par. 10b of the D.L. for January 22, 1932, there has been need of a revised table of shipments on the basis of the new State grouping.

Enclosed with this D.L., each market-news office will receive copies of the revised tables, covering shipments of potatoes on a complete seasonal basis for 1929-30 and 1930-31. The seasonal period begins with first Florida and Texas shipments in December and runs until last movement of late or main-crop potatoes in July of the second year following.

Anyone else having need for these revised shipment tables can obtain copies on request.

"MARKETING TEXAS BERMUDA ONIONS, 1931" by W. D. Googe is a new summary distributed this week.

B. C. BOREE, Specialist in Market News.

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail Lis.	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y.*	837	A. L. Thomas	Onions	Sept. 2	April 9
D-310 Triangle Bldg		H. S. Duncan	Carrots	Sept. 2	May 21
			Cabbage	Sept. 2	March 26?
			Apples	Sept. 8	May 21
			Potatoes	Oct. 5	May 21
PRESQUE ISLE, ME.*	842	V. H. Nicholson	Potatoes	Sept. 10	April 30
Hedrich Block					
WAUPACA, WIS.*	894	A. M. McDowell	Potatoes	Sept. 15	April 2
Court House					
IDAHO FALLS, IDAHO	845	R. G. Risser	Potatoes	Sept. 17	May 7
230 Federal Bldg.					
BROWNSVILLE, TEXAS*	931	W. D. Googe	Citrus	Oct. 15	April 10
Chamber of Commerce			Vegetables	Dec. 7	June 1
WINTER HAVEN, FLA.*	920	H. F. Willson	Citrus	Oct. 19	May 14
DeWitt-Taylor Bldg.					
GRAND RAPIDS, MICH.*	895	R. E. Keller	Onions	Oct. 31	April 2
412 P.O. Bldg.			Potatoes	Oct. 31	May 14
POMPANO, FLA.*	937	J. B. Owens	Beans	Jan. 6	April 15
Walton Hotel			Peppers	Jan. 6	April 15
			Tomatoes	Jan. 28	April 15
SANFORD, FLA.*	910	B. E. Surry	Celery	Jan. 11	April 16
City Hall Bldg.					
PLANT CITY, FLA.*	850	R. M. Peterson	Stbr.	Jan. 18	March 31
Hotel Plant					
HASTINGS, FLA.*	851	W. D. Hull	Potatoes	March 14	April 30
Power & Light Bldg.					
PHOENIX, ARIZ.*	815	A. E. Prugh	Lettuce	March 22	April 16
602 Security Bldg.					
HAMMOND, LA.	802	R. L. Sutton	Stbr.	March 21	May 14
P.O. Bldg.					
The following station probably will open on date indicated:					
BRADENTON, FLA.*	850	R. M. Peterson	Vegetables	April 4	May 21

* State cooperating

W. F. Cox in San Francisco H. E. Rutland at Brooksville, Fla.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

REGULATORY ACTIVITIES

1e. MEMPHIS DEALER ORDERED TO PAY COLORADO SHIPPER IN P.A.C. ACT CASE

The Secretary of Agriculture has ordered B. F. Butler, of Memphis, Tenn., to pay $81.62 to the Mathews Produce Co., of Greeley, Colo., as the result of a hearing under the Perishable Agricultural Commodities Act.

The case involved a car of potatoes purchased by Butler from Mathews through the Guy W. Glass Brokerage Co. The broker wired Mathews that he had sold Butler a car of potatoes to be "good size," and Mathews confirmed the sale on this basis. The car was inspected at shipping point and found to be U.S. No. 1, "medium to large, generally large." On arrival of the car at Memphis, Butler and Glass inspected the potatoes and Butler refused to accept them, claiming they were too small, showed second-growth, and contained many cuts. No Government inspection was obtained at Memphis because of the inspector's absence from the city. After Butler's rejection of the potatoes, they were sold to another party in Memphis at a reduction in price of $75.33.

The Secretary of Agriculture found that Butler wanted "large size" potatoes, but that in ordering the car he specified "good size" rather than large size, the change in specification being due to the fact that it appeared impossible to secure large potatoes. Since the shipping-point inspection certificate showed the potatoes to conform to the specification of "good size," the Secretary found that they fulfilled the terms of the contract and that Butler's rejection was not justified. He, therefore, awarded damages in the sum of $75.33 plus interest, amounting to $81.62. Mathews asked as additional damages the cost of telegraph and telephone messages. The Secretary held that such items cannot be included as actual damages within the meaning of the Act.

2e. LOUISVILLE COMMISSION MERCHANT FINED UNDER PRODUCE AGENCY ACT

Edward Partlow, who until August, 1930, conducted a commission business in Louisville, Kentucky, pleaded guilty on March 17 to a violation of the Produce Agency Act and was sentenced in Federal Court to pay a fine of $100. This action followed the overruling of the demurrer which had been filed by the defendant, questioning the constitutionality of the Act.

This case involved consignments of five cars of watermelons, shipped in June, 1930, by two different growers in Florida. No accounting whatsoever was rendered on any of the consignments. The investigation made by J. W. Dykes in March, 1931, developed the fact that there were net proceeds on the five cars, totaling $107.65.

3e. CONFERENCE REGARDING WORK UNDER THE P.A.C. ACT

In order to familiarize certain members of the inspection force with investigational procedure under the Perishable Agricultural Commodities Act, a conference will be held in Washington during the first two weeks of April. It is planned to bring in for this conference E. E. Conklin, Jr., of the Chicago office; J. H. Hoover, of Atlanta; M. C. Gregory, of Fort Worth, and G. W. Winfrey of the Louisville office.

Mr. Winfrey will attend this conference in Washington before reopening the Louisville, Ky., office of the Regulatory Branch, where he will succeed T. C. Curry, who was recently transferred to Washington. -F.G.ROBB

INSPECTION SERVICE

1c. IMPORTANT NOTICE REGARDING CHANGES OF CERTIFICATES

Attention is once again called to the necessity for quick action in sending wires to Washington regarding any changes on certificates which have been issued, affecting grade statement, car initials or number, or in case the car has been reconditioned and a second certificate has been issued. In some cases, the inspectors who are at a distance from the office where the certificates are typed do not wire the Washington office regarding such changes, and seem to expect such information to be wired in by somebody else.

Recently this office discovered that a second inspection had been made on a car through information furnished by the shipper, while a wire covering this change was never sent by the inspector and, thereby, the service was placed in an embarrassing position. Supervisors must instruct all inspectors to wire this office immediately regarding any of the above-mentioned changes on certificates, when they cannot do so themselves. Minor changes on certificates may still be sent to the Washington office by letter.

2c. UNUSUAL SITUATION IN RED RIVER VALLEY POTATO INSPECTIONS

Supervising Inspector G. W. Christenson visited the Fargo, N. Dak., inspection office recently and wrote the following letter from Fargo on March 16:-

"The cold weather has delayed the inspection work in the Red River Valley by at least two weeks. Farmers were unable to do any hauling until yesterday, but it turned cold again last night and there were practically no haulings this morning, and another cold wave is forecast.

"There are many mixed cars being loaded here, containing common stock, North Dakota certified, and Minnesota certified seed. Mr. Sander of Minnesota and Mr. Hastings of North Dakota are dividing such inspections as nearly equally as possible. Cars with more North Dakota certified than Minnesota are written on North Dakota certificates, and those with more Minnesota certified are written on Minnesota Federal-State certificates. There are so many small lots of certified seed going out in mixed cars that this is about the only way it can be handled. Mr. Sander has been writing mixed cars, containing small lots of Minnesota certified seed, on the Federal-State certificates and writing only straight carloads of certified seed on the State certificates. There would be no difficulties involved, putting up the Minnesota certified seed to the specified grade, except around the Princeton section, where all the trouble started earlier in the year. Cars in Minnesota, covered by a straight State certificate, are market 'Minnesota State' and dated. Others are marked in the usual way, 'Minnesota' and date. There are also some cars of North Dakota certified seed stored at Barnesville, Minn. If Mr. Sander of Minnesota happens to be in the vicinity, he makes the inspection and writes it on a North Dakota certificate. At East Grand Forks, Warren Churchward has a supply of both North Dakota and Minnesota certificates and makes inspections on both sides of the river."

A SPECIAL REPORT on "Freeze Damage to Southern Vegetables" has been issued by the Division of Crop and Livestock Estimates under date of March 22.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason, 419 Ochoa Bldg., P.O. Box 1347, San Juan, P. R.	Citrus Pineapples	(year	round)
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg. Minneapolis, Minn.	Potatoes	Aug. 15	June 1
VIRGINIA:	T. W. Ayres, 417 Cameron St., P. O. Box 330, Winchester, Va.	Apples	Sept. 14	April 1
MAINE:	G. Ray Warren, Caribou, Maine	Potatoes	Sept. 14	April 1
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	May 15 May 15
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Citrus Vegetables	Sept. 20 Nov. 15	April 10 May 1
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 1
	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Lettuce	March 10	April 23

REPORTS on North Dakota potatoes can be obtained from R. C. Hastings, State College Station, Fargo, N. Dakota.

CONTINUED FROM PAGE 179:-

B. E. Surry's letter of March 21, from Sanford, Fla., which was begun on Page 179, concludes as follows:-

"Probably the peak in Florida's celery movement occurred during the week of February 7-13, when 550 cars were shipped and the largest single day's movement was 118 cars. This is in contrast with last year's peak week, April 5-11, when 1,164 cars were moved. This year Sanford-Oviedo, with close to 5,000 acres, - the largest acreage in its history, - will move not more than 4,000 cars, although in recent years shipments have generally ranged 6,000 to 7,000 cars."

3c. HOLLOW CROWN OF CELERY

Dr. G. B. Ramsey, Senior Pathologist in the Chicago office of B.P.I., prepared the following article under date of March 16:-

A rather unusual development of growth cracks and hollow areas in the crown of California celery has come to our attention during the past month. It appears that this trouble is primarily due to excessive moisture and possibly some other growth factors. However, because of the association of Bacterial Soft Rot with some of the hollow crown areas, it seems desirable to establish terms for describing this condition.

A root and crown discoloration and decay, referred to as "Yellows," has been reported from many districts. Some pathologists have thought this due to Fusarium, while others believe it to be a bacterial disease or possibly induced by bacteria plus Fusarium. Since "Yellows" has also been used as a general term, indicating certain virus diseases, this name is not recommended for use in the Inspection Service.

Open cavities in the base of the bunches should be referred to as "Hollow Crown" and, when evident decay is associated with this area, the condition should be indicated as "Hollow Crown followed by Bacterial Soft Rot." This hollow crown may or may not show infection at shipping point, but there is danger of Bacterial Soft Rot developing in transit, particularly so if the celery gets a little warm.

4c. CHANGE IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from List of Past-Due Accounts:

Moore Trading Company, Fort Worth, Texas. $8.00

R. C. BUTNER,
Specialist in Inspection.

OFFICE NOTES:

R. R. Pailthorp plans to go to New Brunswick, N. J., on Monday, where he will attend during the following two days a Seed Potato Certification Conference, called to consider grades for certified seed potatoes. Invitations have been extended by the New Jersey authorities to representatives from the States of Maine, Vermont, New York, Pennsylvania, Maryland and Ohio, as well as those in New Jersey. It is possible also that representatives will be present at this conference from New Hampshire, Michigan and various southern States.

Paul M. Williams returned today from his southern trip in the interest of the grading of certain canned products. Next Monday, he expects to go to Boston and to Orono, Maine. On Wednesday, he is scheduled to address a meeting at the College at Orono regarding the Federal grades for canned corn. This meeting is a part of the Farm and Home Week at Orono and has been arranged cooperatively by the Extension Service and the Maine Canners Association. Mr. Williams expects to stop off at Boston on his return trip and will instruct W. F. Plummer, of the inspection staff, in the grading of canned products.

A. R. Spiker returned to Washington a few days ago after his four weeks' trip in the field, in the interest of shipment reports.

OFFICE NOTES (CONTINUED):

Robert G. Hill, of the Standardization Project, has gone on a brief trip to Norfolk and nearby points, where he is conferring with representatives of the National Peanut Cleaners and Shellers Assn. and others regarding the proposed Federal grades for Virginia-type peanuts.

O. N. Harsha and C. R. Newton, of the Regulatory Branch, will go early next week to New York City, where they will attend hearings under the P.A.C. Act. Mr. Harsha will also go to Boston from New York, to attend hearings in that city later in the week.

W. A. Hilgeson, who has been located at Wenatchee, Wash., during the apple shipping season, will complete that supervisory work by the end of this week and report for temporary duty in the Chicago office of the Inspection Service.

R. L. Sutton began on Monday to issue the daily market reports on strawberries at Hammond, La. This news service was interrupted for about two weeks by the cold wave which delayed shipments of berries.

PLEASE CAREFULLY NOTE THE FOLLOWING CHANGES:

G. W. Winfrey, who has been in charge of the inspection work at New Orleans for several years, is being transferred to Louisville, Ky., where he will take care of work under the P.A.C. Act and inspection work in that territory. He will spend the first two weeks of April in Washington and reopen the Louisville office about the middle of April.

BIRMINGHAM OFFICE of the Inspection Service will be permanently closed and W. W. Anderson, who has been in charge there during the past year, will be assigned to New Orleans, where he succeeds Mr. Winfrey next week.

R. B. Landrum, of the Tulsa, Okla., office will serve as supervisor of shipping-point inspection work in Oklahoma, Arkansas and Missouri during the period of important carlot movement from those States. This is the field work formerly handled by Mr. Winfrey.

As noted in Par. 3e on page 182 of this D.L., inspectors J. H. Hoover and M. C. Gregory will be in Washington during the first part of April, attending a conference regarding procedure under the P.A.C. Act. J. A. Marks will proceed from the Pittsburgh office to Atlanta and will handle Mr. Hoover's work in that market, while the latter is in Washington. A. H. Polster, of the Dallas office, will substitute for Mr. Gregory at Fort Worth, while Mr. Gregory is in Washington.

E. E. Conklin, Jr., Regional Supervisor at Chicago, is among those who will attend the Washington conference on P.A.C. Act procedure during the first two weeks of April.

PLEASE NOTE that mail for C. D. Shirley, of the Houston inspection office, should not be addressed to P.O.Box 1944 after the end of March, but should be directed to his office at 1305 Prairie Ave., Houston.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 13 April 1, 1932

FRUIT AND VEGETABLE DIVISION LETTER

(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. A MOST VALUABLE AND UNIQUE REPORT ON LOS ANGELES PRICES

The Los Angeles office has recently published, over the signature of Walter Kingsbury and W. L. Jackson, a most interesting report entitled: "Summary of Jobbing Prices at Los Angeles for Certain Fruits and Vegetables, 1926-1931." This mimeographed book of 72 pages contains much valuable information and evidently required much time and skill in its preparation.

Thrice-monthly jobbing prices are given for each of the last six years on 35 products, and total receipts of each product are given by months for the past three years. The statistical tables appear on left-hand pages. On the opposite (right-hand) pages are presented six small charts or graphs, showing the price curves and the receipts of the particular commodity for each year, so that there are 210 charts in the book.

The products included in this Los Angeles report are as follows:

Apples	Cabbage	Loganberries	Raspberries
Apricots	Cantaloupes	Nectarines	Spinach
Artichokes	Cauliflower	Okra	Squash, summer
Asparagus	Celery	Onions	Strawberries
Avocados	Cherries	Peas, green	Sweet Potatoes
Beans, Lima	Cucumbers	Peaches	Tangerines
Beans, snap	Figs	Pears	Tomatoes
Blackberries	Grapes, table	Persimmons	Watermelons
Brussels Sprouts	Lettuce	Potatoes	

Copies of this report probably can be obtained directly from the Los Angeles office by all who have actual need of such statistics and graphic charts.

2a. QUICK-FREEZING PROCESS FOR APPLES

Business Week for March 16 contained the following item:-

"Apples are now firmly established in the ranks of the frozen foods. A special process, developed by one company, slices, cans and freezes apples in 25-pound containers. Advantages claimed for quick-frozen apples over those preserved by ordinary canning methods are retention of flavor, prevention of discoloration, and availability already sugared for instant use. Plans are under way for increasing production and marketing smaller-sized containers to the retail trade through jobbers."

- TIMELY NEWS FROM FIELD MEN IN PRODUCING DISTRICTS IS WANTED FOR D.L. -

MARKET NEWS SERVICE

1b. ALL RIO GRANDE VALLEY VEGETABLES DELAYED

In a letter of March 22 from Brownsville, the following information was given by W. D. Googe regarding the progress of various crops in the Rio Grande Valley of Texas. He also stated that cirtus shipments would not be permitted after those of last Saturday, March 26:-

"The argument goes on among growers as to what will be the outcome of the Valley tomato crop. A number have reported that those vines frosted down and expected to put out anew are in many places a total loss. I drove over a good portion of the Valley on Sunday, and it appears to me that in a general way the early tomato crop is gone. If there is a tomato deal of consequence here this season, it will be light or very late. This will be more especially true, if we have a cool spring as we did last year.

"There seems to be no question that a tremendous acreage of beans is being replanted. Some are already coming up, and it is probable that May will see a fair movement of this commodity.

"The frost injured potatoes to such an extent that the loadings will probably be light but will be scattered over a considerable period of time. Cool weather delayed onions for a week or more, and we are now in the midst of another cool spell, which will dealy them again."

2b. NORTHWESTERN CROP NOTES

The following comments were included by T. R. Hall, of the Seattle office, in a northwestern review dated March 24:-

"There has been a brief resumption of activity among potato buyers in many western districts. Prices f.o.b. Yakima Valley shipping points advanced about $2 per ton for U.S. No. 1 Russets, holding near the end of March about $14 per ton, on board cars. Stock was mainly being sought for cold-storage purposes and a late summer market. The U.S. No. 2 grade also advanced slightly but failed to hold the gain. Seed-potato dealers report a seasonal inquiry for standard varieties, and western Washington certified seed is moving in rather small lots at $1.25 per cwt.

"The hothouse rhubarb season in Puget Sound districts is rapidly approaching its end. Total carlot shipments aggregate slightly over 100 cars, exclusive of truck and l.c.l. movement. Financially the season was one of disappointment to growers, attributable in part to more severe competition from mid-western growers. Supplies of spinach grown near the large markets of the coast are now adequate for local requirements, precluding much possibility of Walla Walla stock being forwarded westward. Eastern Washington asparagus is late in maturing and, without a favorable change in weather, cannot be expected before mid-April."

3b. TWO NEW BULLETINS

There have come to the editor copies of two new bulletins published by the University of Illinois College of Agriculture and Experiment Station, at Urbana, Ill. Both were written by J. W. Lloyd and are well illustrated. The first is designated as Circular No. 385 and is entitled: "Cauliflower for Corn-Belt Gardens." The second is Circular No. 386 and relates to "Carrot Culture."

4b. TEXAS CITRUS SEASON CLOSED WITH TOTAL OF 8,200 CARLOADS MOVED

When it is remembered that nine years ago the total shipments of Texas citrus fruit were only 66 cars, the exceptional development of that area is realized when, in the following letter, W. D. Googe reports a total of over 8,000 carloads for the 1931-32 season. His letter was written from Brownsville on March 27:-

"The lower Valley citrus season closed at midnight, March 25. Rail shipments on the last day totaled 74 cars, or only slightly above the daily movement during the last five weeks. The total movement of the season was approximately 8,200 carloads, or nearly 1,000 cars more than were expected last fall, when unusually small sizes were found prevalent. Some 200 cars were probably lost, because grapefruit was so cheap that growers did not care to risk the payment of freight and other handling charges and because considerable stock was destroyed after infestations were found in groves by plant quarantine inspectors. The 8,200 cars mentioned above include rail, motor-truck, and l.c.l. shipments. Trucks alone hauled about 1,760 carloads.

"The vegetable deal during the past week has been characterized by favorable prices for cabbage, carrots, and onions. Potatoes have moved slowly and under light demand from the large terminals, where cold weather has prevailed. The acreages of more tender crops killed by frost are being replanted. Some think that the bean crop may be almost as large as estimated before the frost, but of course it will come on much later. It was thought that a considerable portion of the tomatoes killed back would put out new foliage, but generally this has proven untrue. It is now estimated that fully 90% of the tomatoes were lost. Corn was practically all killed, so there will be no early green corn movement from this section. Probably half the former tomato acreage is being replanted, and the acreage of corn will be considerably larger than before the frost. Seeding has been going on actively during the last 10 days, and much of the stuff planted just after the frost is up and growing vigorously.

"The Corpus Christi section has been moving an increasing volume of cabbage. A more-active movement of root crops is expected about the first of April. A good rain is needed in that territory, which must come within the next few days if good yields are to be expected."

5b. MAINE POTATO MARKET RATHER DULL

V. H. Nicholson included the following information in a letter of March 26 from Presque Isle:-

"The Maine potato market has been rather dull since the 20th of March, with a weaker tendency noticeable the last two days. The roads in most sections of the county were generally blocked until Wednesday or Thursday, but they are being opened to traffic now and the haulings to warehouses have increased during the last few days.

"Growers and shippers who own potatoes stored in the track-side warehouses have been rather reluctant to sell at the prevailing prices and, since the roads were blocked, there was little stock available. The light supplies available for shipment were probably responsible for the firmer tone in the local situation.

"Stocks on hand are probably considerably heavier than a year ago. According to the Division of Crop and Livestock Estimates, there were

40,570,000 bushels of Maine potatoes of merchantable quality available for shipment this season. This would indicate a total movement of about 55,000 cars, providing the entire amount was shipped. Shipments of Maine potatoes to date total 35,736 carlots, against 42,826 to the corresponding date last season and a total of 53,381 cars for the season. If shipments were to equal those of last season, which is rather improbable, it would be necessary for the movement from now until June 1 to average about 300 cars daily."

6b. AN INTERESTING REPORT ON NORTHWESTERN APPLES AND ONIONS

The fruit and vegetable review, published at Portland and covering the week of March 13-19, included the following interesting comments:-

"Apple loadings increased 40% from the previous week, with 885 cars loaded at interior points. F.o.b. prices strengthened during the week, with most Yakima and Wenatchee shippers apparently united in holding for 5¢-15¢ per box higher than early-March values. Large-volume export trading is almost completed for the current season, although limited foreign distribution will continue until June, of course. Several large-capacity liners left northwestern ports last week, carrying their last large cargos of the season. Exporters assert that United Kingdom apple inquiry is now very light, although some large sales of northwestern stock were effected through New York City last week, for United Kingdom delivery. Great Britain is now drawing upon Australia for apples in greater volume. Northwestern apples held at French ports, awaiting the French San Jose embargo decision, have all moved to the trade, and a fair volume of other American purchases was effected in France; but this is expected to decline in subsequent weeks. Other Continental trading was limited. The French embargo on account of San Jose scale has been modified, whereby boxed apples from the Pacific Coast may be admitted without inspection, if accompanied by a sanitary certificate guaranteeing absence of scale. All northwest loadings bear this certificate. Extra Fancy Winesaps from cold storages sold f.o.b. Yakima and Wenatchee up to 80¢-90¢ per box, with Fancy a dime lower. Shippers advance the theory that freezing damage to strawberries, peaches, and other early fruit in the Gulf States will benefit the immediate future of the apple market, and will lessen early-summer competition from the southeastern soft fruits. It remains to be seen whether the proverbial 'ill wind' has blown any good to northwestern producers and distributors of apples and potatoes.

"Onions continued their sensational climb, with some Oregon growers' sales early in the week at $6 per cwt. plus bags, and closing with several sales at $2,000 and $2,100 per carload of 300 centals. About 20 carloads are still held firmly by Oregon growers."

7b. EGYPTIAN ONIONS ARRIVING FREELY

The relatively high prices being paid for onions in this country are apparently attracting heavy shipments of new-crop stock from Egypt. New York has already reported the arrival of 73 carloads of Egyptian onions, as follows:- 5 carloads on March 14th; 10 on March 16th; 34 on March 23rd; and 24 on March 29th. Additional supplies are due in April. Hundreds of carloads have also arrived recently in New York from Chile and from other foreign countries.

8b. SPRING-CROP CELERY STARTING IN CENTRAL FLORIDA

B. E. Surry wrote as follows from Sanford on March 23:-

"A small increase in shipments, ideal growing weather, slight improvement in quality, and a market barely holding steady under heavier supplies, characterized the Florida celery situation last week. Some rain and moderately-cool days were of much benefit to the spring crop. The Sanford f.o.b. market continued almost unchanged, although some shippers found it necessary to discount large sizes 15¢-25¢ per crate, owing to slower demand. Inquiry and demand were generally moderate, however, and some orders were booked for this week's shipment. Probably most of the cars selling at the lower levels have been those containing short crates, the celery being packed in 17-18 inch crates rather than in crates of the regular 20-inch height.

"The Sanford-Oviedo district has shipped 2,900 cars to date, compared with more than 3,600 cars last year when the season was from two to three weeks later. Movement of the spring celery from around Oviedo is gradually getting under way, with several cars loaded daily last week. No appreciable movement is expected for at least another week."

9b. WESTERN NEW YORK MARKET REACTS AND PRICES DECLINE

A. L. Thomas sent the following report from Rochester on March 29:-

"The demand for cabbage slowed up considerably, and prices also dropped. The season is practically over; another two weeks will about clean up all the remaining stocks. Bulk and sacked Danish ranged $35-$40 per ton, with a few sales of exceptionally good stock from cold storage slightly higher.

"Onions have been in light demand, and there is a weaker tendency. Practically all onions are in the hands of two or three large operators. Some of the dealers still believe they have another two weeks before much competition with the South.

"The season for old carrots is practically ended, and only a limited number of sales were reported. A few sales of washed bushels were made at $2.50 the first part of the week, and 100-pound sacks for future delivery brought $5.

"The demand for potatoes was slower and prices dropped since the last report. On March 28, outlying districts were covered with snow ranging from six inches to two feet, according to local reports, and in some cases haulings by growers were discontinued. It is believed this condition will exist for only two or three days. Delivered sales were made yesterday on the basis of 68¢-70¢ per 100-pound sack of U.S. No. 1 Round Whites, which is about 5¢ lower than a week ago. Growers were receiving mostly 25¢, with a few high as 30¢ per bushel.

"A slightly better feeling prevailed for western New York apples this week; prices advanced about 5¢ per bushel."

10b. CODE CHANGE ON "MU" PAGE, EFFECTIVE APRIL 8

On the "MU" (Lettuce) page of the code -

Change MUF to read - Crates, Iceberg type.
Change MUG to read - Crates, Big Boston type.
Add - MUQ - Crates.

The terms "MUF" and "MUG" can then be used with size terminals, instead of using an extra word for sizes.

11b. FLORIDA TOMATO MOVEMENT SHIFTING TO LAKE OKEECHOBEE SECTION

Before leaving Pompano, Fla., for Belle Glade, the following letter was written by J. B. Owens on March 29:-

"The south Florida tomato movement probably reached its peak last week, but shipments will continue fairly heavy for the next two or three weeks. Quality of the tomatoes shipped during the past 10 days was very irregular and much stock arrived in the markets in poor condition. Most of this stock was chilled or otherwise damaged during the recent cold wave. The increased movement and the accumulation in the terminals caused the f.o.b. market to weaken considerably. There has been no improvement in the situation up to the present time, and practically all shippers report a very limited demand for their best grades, with most stock rolling for sale on arrival.

"The shipping season in the Lake Okeechobee section is getting under way, but movement from that section will be very much lighter than expected, due to the severe damage by frost and cold winds.

"Beans will continue to move from the Pompano section until the middle of April, but only in light volume. Very little good-quality stock is being offered for sale locally, as practically all of the best-quality beans are in the hands of one firm, which prefers to sell on arrival."

12b. VALUABLE STATISTICAL REPORT ON CALIFORNIA FRUITS

W. F. Cox, of San Francisco, has compiled and mimeographed a book of 82 long pages, showing the interstate shipments by days of eight important deciduous fruits from California during the 1931 season, with comparative figures for the four preceding years. The fruits covered in this report are:

Apples	Figs	Plums
Apricots	Peaches	Pomegranates
Cherries	Pears	

For apples and pears the shipments are shown by principal varieties. Movement for 1931 began with the first car of cherries on April 22 and is tabulated through December 31. A recapitulation is then given on a weekly basis, and later on a 10-day-period basis.

A special table gives shipments of apples by months from the respective billing stations in California, grouped by counties. A destination table also is given for apple shipments during the past three years. Similar tabulations, by billing points and by destinations, are given for each of the other seven fruits. Carlot unloads for each of four fruits are shown in 66 city markets during each of the last four years, with California unloads segregated from others.

13b. RECENT NEWS ON NORTHERN FLORIDA POTATOES

W. D. Hull wrote as follows from Hastings in a letter of March 28:-

"Notwithstanding the rather light movement of Florida new potatoes during the past week, the f.o.b. market declined to $4 per barrel of U.S. No. 1 Spaulding Rose. Every effort was made to sustain a higher price but, with the increasing supplies in terminal markets and slower movement, it was found impossible. In the early part of the week wire inquiry was noticeably light, but after the price here was reduced the inquiry was somewhat improved for a day or so. However, in view of the further decline in prices of new potatoes in the northern markets, activity slowed up during the later part of the week

and, on Friday and Saturday, it became very difficult to sell even at the f.o.b. price of $4, many offers of $3.50 and $3.75 being refused.

"On Tuesday afternoon there were several sharp showers, while on Wednesday it rained practically throughout the day, and very few potatoes moved from the Hastings section as a result. In sections where the rain was less severe, some potatoes were loaded, but their appearance was not attractive. The rains coming, as they did, on many fields where the vines are dead as a result of the frosts, caused some anxiety among the operators who fear that, if a hot sun should follow the period of rainy weather, it will cause severe rotting damage to the potatoes, with no vines to protect them.

"There was a fairly-active demand all last week for No. 2 stock and more orders were received than could be filled.

"Shipments for last week totaled 210 cars and, had it not been for the comparatively heavy movement of 69 cars on Saturday, March 26, the weekly total would have been much less. Saturday's movement of 69 cars is the heaviest so far this season, and certain operators today expressed the opinion that it might be some time before it is equaled or exceeded. Saturday's output came as a complete surprise to all the operators. Even those who are active in the Federal Point and Bunnell section, which originated the most of the cars, were astonished when they heard of the results of Friday's and Saturday's activity. Digging in those sections is practically completed, and probably a few of the growers adjacent to Hastings will commence this week."

14b. SECOND-CROP BERRIES SOON DUE FROM LOUISIANA

The following information was included in a letter of March 29 from R. L. Sutton, at Hammond, La.:-

"Blooms are very plentiful in the strawberry fields just now, and the second crop is expected to reach maturity about the 10th of April.

"Local officials of the auction companies, and others in close touch with this deal, are pretty well agreed that the total outturn for this season from Louisiana will be between 3,500 and 4,000 cars, compared with 4,720 last year. However, weather conditions will naturally have quite an effect on this estimate. If temperatures during latter April and May become very high, the Louisiana shipments would possibly have to be curtailed on account of the heavy competition that would be encountered from sections farther north, especially Arkansas, Missouri and Tennessee. It is likely that the volume of movement during the month of May will be greater than any other month, since active shipments will hardly get under way until around the middle of April. With favorable weather conditions, cars will be loaded throughout May."

15b. NEW HIGH PRICES FOR NORTHWESTERN APPLES

J. D. Hamilton included the following paragraph in his northwestern review, issued at Portland on March 28:-

"A series of fractional advances during the past two weeks has raised f.o.b. prices of Winesaps and Delicious fully 25¢ per box over their level of two weeks ago. Best cold-storage Extra Fancy Winesaps are now quoted at 90¢-$1.10 per box, with Delicious at $1.75-$1.90, f.o.b. usual terms."

B. C. BOREE,
Specialist in Market News

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y.* 300 Terminal Bldg.	837	A. L. Thomas H. S. Duncan	Onions Carrots Cabbage Apples Potatoes	Sept. 2 Sept. 2 Sept. 2 Sept. 8 Oct. 5	April 9 May 21 April 9 May 21 May 21
PRESQUE ISLE, ME.* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 10	April 30
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 17	April 15
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus Vegetables	Oct. 15 Dec. 7	April 10 June 1
WINTER HAVEN, FLA.* DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.* 412 P. O. Bldg.	895	R. E. Keller	Onions Potatoes	Oct. 31 Oct. 31	April 9 May 14
SANFORD, FLA.* City Hall Bldg.	910	B. E. Surry	Celery	Jan. 11	April 16
HASTINGS, FLA.* Power & Light Bldg.	851	W. D. Hull	Potatoes	March 14	April 30
PHOENIX, ARIZ.* 602 Security Bldg.	815	A. E. Prugh	Lettuce	March 22	April 16
HAMMOND, LA. P. O. Bldg.	802	R. L. Sutton	Stbr.	March 21	May 14
BELLE GLADE, FLA.*	937	J. B. Owens	Beans Peppers Tomatoes	April 4 April 4 April 4	May 14 May 14 May 14
BRADENTON, FLA.*	850	R. M. Peterson	Vegetables	April 4	May 21
The following station probably will open on date indicated:					
LAREDO, TEXAS*	801	A. M. McDowell	Onions	April 11	June 4
The following stations closed on dates indicated:					
WAUPACA, WIS.* Court House	894	A. M. McDowell	Potatoes	Sept. 15	April 2
POMPANO, FLA.* Walton Hotel	937	J.B. Owens	Beans Peppers Tomatoes	Jan. 6 Jan. 6 Jan. 28	March 31 March 31 March 31
PLANT CITY, FLA.* Hotel Plant	850	R. M. Peterson	Stbr.	Jan. 18	April 1

* State cooperating

W. F. Cox in San Francisco. H. E. Rutland at Brooksville, Fla.

INSPECTION SERVICE

1c. IMPORTANT NEWS ON SOUTHERN TEXAS ONIONS

Hart T. Longino included the following comments in a letter of March 28 from Harlingen, Texas:-

"The quality of Raymondville onions has been so poor that they have not been making more than Commercial requirements. The market has been so strong that growers and shippers have been able to dispose of all stock without even an attempt to grade. It will be at least 10 days before any volume is started, and it will be at least three weeks before Laredo, the Winter Garden, and Corpus Christi crops are ready.

"The Roy Campbell-Jos. Rosemblum Co., Inc. is going to operate in Corpus Christi territory. They have a large shed there, and have leased all of the Compress sheds in that section. They figure that the crops under contract will give them around 2,000 cars of onions out of that territory alone. They have invited all of their growers to attend a meeting at Corpus Christi on April 2. I am on the program to discuss Bermuda onion grading and packing. There are about 150 growers who have contracted with this concern. All growers in the community are invited to attend. All onions for the demonstration will be shipped from Raymondville by this firm. I feel sure that, by grading and grouping various defects, we shall be able to give considerable information that will make our work easier later on.

"It seems that the freeze has resulted in much higher prices, and also a greater demand for what vegetables are left in this territory. Root crops and cabbage have about all been harvested in the lower Valley. The heavy plantings in the Corpus Christi territory are about ready to start moving. We have four men working in that section at this time. Tomatoes were seriously damaged in all sections in the State. This will result in our operating in all territories at the same time, and thus bring about heavy volume in four districts. Heretofore, we have moved up to Yoakum at the close of this deal, and then on to Jacksonville. Indications are that Bermuda onions will be extremely heavy by the 15th of May. Tomatoes should be moving in all sections in June. It is hard to tell at this time just what our final volume will be."

2c. APPLE INSPECTIONS IN VIRGINIA NEARLY COMPLETED

T. W. Ayres sent the following report in a letter of March 28 from Winchester, Va.:-

"After April 15 there will be a few cars of Pippins to be inspected at Crozet, and one firm has around 150 cars of bushel-basket Winesaps in storages from Crozet to Lynchburg that are to move the last of April and first part of May, and I gathered that they would want most of them inspected.

"So much of the remaining stock in storage is going to the domestic markets without inspection, that it is impossible to give you a definite idea as to the amount of work we shall have. After tomorrow, we shall have only five inspectors on duty, and some of them spend part time on other State work."

R. C. BUTTER,
Specialist in Inspection.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1347, San Juan, P. R.	Citrus Pineapples	(year round)	
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	June 1
VIRGINIA:	T. W. Ayres, c/o Southern Public Service Corporation, Roanoke, Va.	Apples	Sept. 14	April 15
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	May 15 May 15
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Citrus Vegetables	Sept. 20 Nov. 15	April 10 May 1
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 1
	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Lettuce	March 10	April 23

REPORTS on North Dakota potatoes can be obtained from R. C. Hastings, State College Station, Fargo, N. Dakota.
REPORTS on Maine potatoes can be obtained from Vernon Palmer, Caribou, Me.

OFFICE NOTES (Continued from Page 198):

A. M. McDowell is expected to close the market reports on potatoes at Waupaca, Wis., by Saturday of this week, and proceed to Texas, where he will begin issuing reports on Bermuda onions about April 11. The Wisconsin potato service will be continued, as usual, from the State office at Stevens Point.

The ROCHESTER, N. Y., OFFICE of the Market News Service and Inspection Service moved this week from Room 310, Triangle Bldg., to Room 300, Terminal Bldg., located at 65 Broad Street at the corner of South Fitzhugh Street. The telephone number remains unchanged. Please note this change of address on all copies of address lists.

REGULATORY ACTIVITIES

1e. ADDITIONAL HEARINGS UNDER P.A.C. ACT

The following hearings under the Perishable Agricultural Commodities Act have been announced by the United States Department of Agriculture. C. P. Dorr, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:-

Date	Place	Parties Involved
April 6	St. Louis, Mo.	H. A. Spilman v. St. Louis Fruit Co.
April 8	Salina, Kansas	Chandler-Davis Co. v. Wm. Kier Distributing Co.
April 11	Chicago	Justin Antonaitis v. T. D. Randall Co.
April 12	Chicago	Peninsula Produce Exchange v. J. A. Koliopulos Co.
April 13	Chicago	Prentice Packing & Cold Storage v. Spector Boyer & Lebovitz.
April 14	Chicago	Prentice Packing & Cold Storage v. Springer Produce House.
April 15	Chicago	Prentice Packing & Cold Storage v. A.Pronper & Co.
April 16	Chicago	Wheeler Warren v. The G. H. Cross Co.
April 18	Columbus, Ohio	Phillips & Co. v. Wm. Fisher & Sons Co.

2e. NOMINAL DAMAGES AWARDED A PITTSBURGH FIRM IN P.A.C. ACT CASE

The Secretary of Agriculture has ordered Hallock, Young & Co., Inc., Riverhead, New York, to pay nominal damages of $1 to S. C. Focer's Sons, Pittsburgh, Pa., as the result of a hearing held under the Perishable Agricultural Commodities Act.

On August 27, 1930, Focer bought from Hallock, Young & Co. two cars of U.S. No. 1 potatoes at $2.25 f.o.b. shipping point. Upon arrival of the potatoes at Pittsburgh, Focer secured Government inspection, which showed that the potatoes were not U.S. No. 1 on account of grade defects. Focer finally accepted the potatoes, but filed complaint with the Department, claiming damages on account of his failure to receive U.S. No. 1 stock.

The damages claimed by Focer amounted to $30 on one car and $70 on the other. Focer claimed that one Bedell had discussed this matter with him as the representative of the shipper and had agreed to such an allowance and that this was his reason for taking the cars. Hallock testified that he had made arrangements to deliver the cars to another dealer at the same price; that he intended to ship Focer two additional cars, and that he had not authorized Bedell to make any allowances. Bedell in his testimony denied making allowance.

The Secretary held that Hallock, Young & Co. had without reasonable cause failed and neglected to furnish potatoes in accordance with the terms of the sale specification. On the question of the amount of damages the Secretary said:

"The measure of damages for a breach of warranty is the loss directly and naturally resulting, in the ordinary course of events, from the breach of warranty. In the case of breach of warranty of quality, such loss in the absence of satisfactory evidence showing approximate damages of a greater amount, is the difference between the value of the goods at the time of delivery to the buyer and the value they would have had if they had answered to

the warranty. The contract price is some evidence of what the potatoes would have been worth, if they had been U.S. No. 1 as warranted. In the absence, therefore, of additional or better proof, I consider the contract sale price evidence that the potatoes, if they had been as warranted, would have been of the value of $2.25 per sack at shipping point."

The Secretary stated, however, that he was unable to point to any evidence and say that such evidence supported a finding that Focer was entitled to any definite sum as damages and that, consequently, he could be awarded only nominal damages. For this reason, reparation order was issued in the sum of $1 and the Bureau of Agricultural Economics directed to publish the facts.

F. G. POBB,
In Charge, Regulatory Branch.

OFFICE NOTES:

Robert Hill is again on a short trip to Norfolk, Va., in connection with the proposed grades for Virginia-type peanuts.

O. N. Harsha and C. R. Newton, of the Regulatory Branch, left Washington last night on an extended trip to various points in numerous western States from Chicago to the Pacific Coast. The primary object of the trip is to make investigations in cases under the P.A.C. Act and the Produce Agency Act, and to attend on April 5 a grand jury hearing at Spokane of the case against the Robert T. Cochran Company under the Produce Agency Act.

L. C. Carey, T. C. J. Baker, and Martin Storey, of the Standard Container Project, expect to leave Washington for Norfolk, Va., and Murfreesboro, N. C., by the end of this week. They will make investigations in connection with the enforcement of the Standard Container Acts, and will do some research work in the way of experimental tests of bushel baskets and other containers. They may be absent for a week.

G. Ray Warren, who has been supervising the shipping-point inspection work on potatoes in northern Maine, completed his services at Caribou yesterday and has reported for temporary duty in the Boston office of the Inspection Service. From now until the close of the season, the supervision of this work in Maine will be handled by Vernon Palmer, of the State staff, at Caribou.

T. W. Ayres, Supervising Inspector in Virginia, has now moved his headquarters to Roanoke, and can be reached there in care of the Southern Public Service Corporation until the close of the apple season. M. E. Downing, of the State force, will be in charge of inspections at Winchester, Va.

J. B. Owens, who has been operating the field station at Pompano, Fla., closed that office yesterday and will continue this news service from Belle Glade, Fla., beginning next Monday.

It is understood that R. M. Peterson will close the Plant City, Fla., office of the Market News Service today and open the office at Brandenton, Fla. on Monday. → (SEE other news items on Page 196)

UNITED STATED DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 14 April 8, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. MILEAGE FOR PERSONALLY-OWNED AUTOMOBILES USED FOR OFFICIAL BUSINESS BETWEEN 8 A.M. and 6 P.M. OF SAME DAY

Attention is called to the item on page 3 of The B.A.E. News of March 30, 1932, reading as follows:

"In recent decisions the Comptroller General holds that employees who are away from their official stations for 10 hours or less between the hours of 8 a. m. and 6 p. m. and use personally-owned automobiles for transportation are not entitled to compensation for the use of the automobiles on a mileage basis. He also holds that where trips from official stations are made by automobile leaving shortly before 8 a. m. and/or returning shortly after 6 p. m., the necessity for leaving before 8 a. m. and returning after 6 p. m. must be shown.

"Where preaudit deductions of charges covering mileage for the use of personally-owned automobiles have already been made, whether because of short distances or because the travel was wholly between 8 a. m. and 6 p. m., it is suggested that employees concerned resubmit claims on an actual expense basis for further consideration by the General Accounting Office, with a view of obtaining reimbursement for the actual cost of the gasoline. The cost of gasoline consumed on a trip may be estimated on the average number of miles which the automobile usually travels on a gallon of gasoline, but when the cost is in excess of $1 receipts should be furnished with the account."

In submitting claims on an actual expense basis, see Paragraph 12 of the Standardized Government Travel Regulations, and also bear in mind that amendments to letters of authorization (travel orders), covering such claim of actual expenses, must be issued by the Washington office.

In connection with the above suggestion that employees resubmit claims on an actual expense basis, it may be stated that, while the office of the Comptroller General has indicated indefinitely that actual operating expenses may be allowed, no assurance whatever is given that claims presented on this basis, whether resubmitted or original, will be passed for payment.

2a. A NEW PRODUCT IN CALIFORNIA

A new fruit product, "Zucca-melon," is being grown successfully in California after introduction there from Italy about four years ago. By variations in processing, including pickling, dyeing and sweetening, a number of products are formed from this gourd-like melon. Chief among these are candied melon articles. Highly colored, and with almost any flavor desired, they are designed as improvements over use of candied lemon and citron peel, as well as maraschino cherries. - (Western Canner, February)

MARKET NEWS SERVICE

1b. RECENT NOTES FROM WESTERN NEW YORK

The following information came in a letter of April 5 from A. L. Thomas, of the Rochester office:-

"The demand for apples continues to be moderate, and prices are holding about steady. The demand seems to be coming mostly from smaller cities and towns. The movement for export has been very light; most shippers claim that the season is about over for this trade.

"Potatoes showed a slight advance this week, and sales of U.S. No. 1 Round Whites in 100-pound sacks closed yesterday at 72¢-75¢, with an occasional car slightly higher. The 150-pound sacks continue to be in a light demand, and dealers are compelled to sell this size at a discount. Haulings have been light during the week, both on account of the condition of roads in outlying districts and the prices offered by dealers. Most dealers were paying 25¢-30¢ per bushel.

"Holdings of onions are very light. Dealers claim that not more than 75 to 100 cars remain to be shipped. Demand has been slow, and prices weakened. For the most part, quality of the remaining onions is fairly good.

"There has been practically no demand for cabbage this week, and only a few sales were made, with prices ranging $35-$45 per ton, according to condition. The season is about over and we expect to discontinue cabbage reports on April 8."

2b. HAULING OF MAINE POTATOES HINDERED

V. H. Nicholson wrote as follows from the Presque Isle field station on April 2:-

"A heavy snowstorm Monday, March 28, blocked practically all roads in northern Maine and, although warmer weather has prevailed during the last three days, the melting snow has made most roads practically impassable. As a result, deliveries to the shippers' warehouses have been generally light.

"However, the f.o.b. market failed to respond to the lighter offerings. Demand has been light, and the volume of sales has tended to be rather limited. A wide range of prices to growers is reported, but most sales today appear to be around 60¢-70¢ bulk per barrel of U.S. No. 1 stock.

"Shipments have held fairly steady at 225 to 275 cars daily, and it now appears as if the total movement for the week will amount to about 1,500 cars. Certified seed shipments amounted to 115 cars.

"From April 1 to the end of the season last year, Maine shipped about 10,000 cars. With the heavier stocks on hand this year, many factors are saying that shipments from now until the end of the season will amount to about 10,000 cars, but, if market conditions warrant, it is very probable that Maine could ship 15,000 cars."

3b. SOFT FRUITS SHIPPED TO GERMANY IN BARRELS

Experiments in shipments of peaches in barrels to Germany from California last fall proved encouraging and, accordingly, further experiments are planned for next season with peaches, pears, apricots, prunes and figs. Preserving solutions, including both formic and sulphuric acids, were used.

- (Wall Street Journal, February 22.)

4b. LOWER PRICES FOR RIO GRANDE VALLEY VEGETABLES

In a letter of April 5 from the Brownsville office, W. D. Googe gave the following report on Texas crops:-

"The past week has been one of lighter demand and lower prices for practically all vegetables shipped from the lower Rio Grande Valley. Some have described it to be the most painful depression week so far experienced in this section. After the heavy loss of vegetables caused by the frost, prices paid for the more-hardy crops began to climb and many felt that their loss might be in part compensated by better prices for those not killed. Operators loaded up the markets with high-priced cabbage, carrots, beets, potatoes, etc. The terminals could not assimilate such quantities of these products, and during the last week it was difficult to sell anything. Even the new onion crop is bringing lower prices, in spite of light shipments and the good prices being paid for old onions.

"The following are examples of prices prevailing yesterday in comparison with those a week ago, prices being quoted on an f.o.b. usual-terms basis: Cabbage, lettuce crates $2.25; a week ago $3-$3.25. Carrots, lettuce crates $2.25-$2.40; a week ago $2.75-$2.85. Beets, half lettuce crates 85¢-90¢; a week ago $1-$1.25. Potatoes, 100-pound sacks $2.25; a week ago $3-$3.25. Onions, Yellow Bermudas, crates and 50-pound sacks $2.75-$2.90, a week ago $3.25-$3.50.

"With the loss of tomatoes, beans, late potatoes, and corn, the Valley shipping season is at a low ebb. Cabbage, carrots, beets, turnips and similar crops have passed their peak in this section. So the vegetable deal in Texas is gradually being shifted to the Corpus Christi section, where there are more crops to harvest. The cabbage season there is now on, with good quality available. Beets are getting under way, and carrots will be moving freely within another week. Onions in this section will not move in volume until near the middle of May. The Laredo onion deal started Friday, April 1, with four cars billed out."

5b. NORTHWESTERN 1932 SEASON OPENS WITH HOPEFUL SPIRIT

T. R. Hall, of the Seattle office, included the following comments on fruits and vegetables in a review of March 31:-

"Eastern Washington potato growers are showing less interest in seed stock from outside sources and substituting locally-produced seed for the 1932 planting to a large extent. Planting in districts west of the Cascades has been retarded by excessively-heavy rainfall. Consequently, only light inquiry has been directed toward Skagit County and the certified seed potatoes produced in that district. Interest in the old potato market has subsided somewhat, following the flurry of a week ago. Requirements of speculators for cold storage purposes have been pretty well filled, and f.o.b. cash-track prices have receded $1-$2 per ton. Most operators hold to the opinion that good U.S. No. 1 stock will be increasingly difficult to obtain, as the season draws to an end. Emphasis is also placed on the point that unseasonably cold weather in southern potato districts will prolong the season in the northwestern markets.

"A month of unusually heavy rainfall in western Washington has precluded the customary field work, and outside planting of Iceberg lettuce, cauliflower and other vegetables has been delayed. The hothouse rhubarb season is now one of history except for delayed returns, and movement of outdoor

stock is due to be under way momentarily. Walla Walla Valley is the district from which most northwestern carlots of spinach are moving, though Puget Sound gardens are supplying the local markets and an occasional car is loaded for Canadian cities. The market strengthened in the Walla Walla Valley by the end of March to $1.25 per 40-pound crate, f.o.b. cars, or 65¢ per 20-pound paper-lined crate, top ice charges extra. Northwestern asparagus is just starting to nearby markets, and very limited quantities of western Washington cauliflower are ready for cutting. Oregon shipments are decreasing rapidly.

"Although early vegetables have been moving from the Northwest in limited quantities, the month of March, in the minds of those closely connected with the produce business, is normally and from a very practical standpoint considered the closing month of the season. April marks the resumption of shipping activities for another year, especially in the early vegetable districts of Oregon and Washington. While marketing difficulties in connection with the disposition of many 1931 crops placed growers and shippers in a precarious financial position, the interest shown by the Federal Government in extending aid and improving the credit situation among producers, the adequacy and abundance of moisture stored in the reservoirs of the mountains for later use in irrigation, with the plentiful supply of water in the soil at present, and the planning and active participation in seasonal work now in progress in fields and orchards are all contributing to a spirit of hopefulness and confidence as the 1932 season opens."

6b. SEED POTATOES MOVING FROM MICHIGAN; ONIONS FINISHED

R. E. Keller wrote as follows from Grand Rapids in a letter dated April 2:-

"The Michigan onion deal for the 1931-32 season is practically finished. It is estimated that approximately 30 cars are now left in the State. Remaining stocks are entirely in the hands of shippers and in cold storages. It is likely that a considerable portion of onions now left will be used locally and trucked to nearby markets. Shippers with stocks on hand report heavy sales to truckers at higher figures than can be obtained for carlots. Carlot f.o.b. shipping-point prices sagged sharply during the past week. Practically all of the stock now moving, that is of inferior quality and condition, is being sold joint-account or consigned. Only the best stock is being billed on orders. To date, Michigan has moved 2,757 cars, as against 5,133 a year ago and 5,500 all of last season.

"The potato market has been very quiet during the past week. Country roads are now thawing and breaking up; so deliveries have been very light. Shippers have held almost steadily to their prices, in spite of the light demand, because they have had little stock to offer. Rail forwardings to date total 6,298 cars, compared with 2,071 a year ago. Truck shipments continue heavy, with Detroit and other large Michigan centers still receiving most of their tuber supply from this source.

"First cars of seed potatoes are now moving, although forwardings as yet are very light. Growing conditions were unfavorable for seed stock last year. Summer heat caused a browning at the stem end, in many parts of the State where certified seed stock is grown. Shippers are of the opinion that this defect does not injure the tubers for seed, but such stock will not pass

as certified seed. Stock showing stem-end browning is graded the same as the certified stock, but carries a green tag. Michigan seed potatoes are all sold on a Petoskey freight rate, sacked per cwt. basis. Present sales and orders for future deliveries are now being made for Certified U.S. No. 1 Russet Rurals at 85¢ for the large stock, and 80¢ for the smaller potatoes. Green-tag Russet Rurals are selling for 70¢ and 65¢, according to size."

7b. HIGH PRICES PAID FOR LOUISIANA STRAWBERRIES

The following report came from R. L. Sutton, in charge of the Hammond field station, under date of April 5:-

"The movement of strawberries from this territory is making very little impression, in so far as volume is concerned. The first crop of fruit was damaged almost in its entirety by the freezing temperatures that occurred during the second week in March. The next crop is coming along nicely, and should be ready for initial pickings by the first of next week. Active shipments will hardly be realized until after the middle of April. The heaviest carlot shipments will undoubtedly occur in May. Last year, two peak movements occurred, one on April 20 and the other a week later, on the 27th. Both of these dates fell on Monday.

"The demand, as demonstrated at the auction sales, is improving. Warmer weather in the terminal markets and a general scarcity of berries are largely responsible for this. However, the quality of the fruit now moving is only fair to ordinary. In spite of this fact, the single car that was offered at auction last evening brought the record high price of the season of $5.27½. This price was not reached at any time during 1931 season, but there were several days in 1930 when the average for the auction sales exceeded $5. The average price for the cars sold at auction this season to date is $2.81, compared with $3.26 to this same time last season. These figures are only for cars actually sold at auction, the 'passed' cars not being included.

"Weather conditions are now becoming very favorable. There have been several good rains during the past seven days, sunshine has been plentiful, and the crop has undoubtedly been benefited by these more-desirable conditions.

"With the Florida season drawing to a close, it will develop that for a period of two or three weeks the markets will have to look to Louisiana for their source of supplies. It is to be expected, however, that competing sections north of this territory will come in early enough to cause keen competition with Louisiana during most of the month of May."

8b. AN EARLY NEWSPAPER REPORT IN CLEVELAND

A. B. Farlinger, of the Cleveland office, sent the following information in a letter of March 29:-

"The Cleveland Press has an early edition, in which they were anxious to carry our complete market report for the current day. To accomplish this, the Press sends a messenger from their office each morning and, as the market report is dictated, a typewritten copy is handed to the messenger who phones the complete report from our office to the newspaper office. A few minutes after 10 o'clock each morning, the entire report is in the hands of the Press and at 10:45 this edition is being printed, including our morning market report, and is mailed or in the process of delivery by noon, so that shortly

after noon subscribers in nearby sections may have the complete fruit and vegetable report, covering the Cleveland market for the current day, in their newspaper.

"I understand that this early edition has quite a wide rural circulation, so this enables farmers and shippers in nearby producing sections, and other interested parties, to have the Cleveland produce market it their hands within a few hours after the release of the report by the local office. The managing editor of the Press advises that they consider our market reports a valuable and reliable feature of their paper and are glad to be able to offer their subscribers this service.

"Our reports are also carried in the other two leading dailies, The Cleveland Plain Dealer and the News. All of these papers cooperate with us in every way. The combined daily circulation of these three papers is about 700,000, which gives our local reports a wide circulation."

9b. LIGHT MOVEMENT OF FLORIDA CELERY

B. E. Surry wrote as follows from Sanford in a letter of April 4:-

"Celery shipments were light last week, totaling only 285 cars, while 818 cars were loaded during the same period in 1931. Sanford-Oviedo's output decreased to 170 cars, representing hardly more than a single day's movement during the same week a year ago. Latest estimates place the probable loadings of Oviedo celery for the months of April and May at 500 to 600 cars and for Sanford 400-800 cars, depending on weather and market conditions. Most of the balance of Sanford's crop will move before the end of April. With higher prices being realized for poorer quality, growers are now cutting fields that were abandoned several weeks ago.

"Wire inquiry and demand have been only moderate, with the f.o.b. market practically unchanged except for a slight advance in price of 10's. This size ranged $2-$2.75 during the week, and a very few best sold as high as $3.

"Approximately 5% to 10% of loadings out of this section last week consisted of very small sizes, or 11-16 dozens to the crate. A fair demand resulted in f.o.b. sales of $2-$2.25 for these sizes."

10b. MOVEMENT OF FLORIDA POTATOES RATHER HEAVY

W. D. Hull wrote the following letter from Hastings on April 2:-

"Shipments of Florida potatoes for the week ending April 1 were considered heavier than movement of the preceding week and amounted to 257 cars. Due to the unusually early season, shipments are far ahead of last year's record at this time. On Saturday, March 26th, 69 cars were shipped from Florida, which is the heaviest daily movement so far this season and, judging from the appearance of many fields in this vicinity, it may be the largest day's output for the season. It is expected that shipments during the coming week will be much lighter, as the Federal Point section is practically all dug and only a few more fields around Bunnell remain to be harvested. Only a few of the growers around Hastings are planning to dig during the next week, as some of the fields appear to be recovering from the frost damage sustained earlier in the season, and the growers prefer to let the crop remain in the ground, as long as it is not showing any signs of deterioration.

"In the early part of the week, demand was very slow and the market

showed some signs of decline. With the prospects of lighter movement in the very near future, however, and a somewhat better demand and distribution, the local feeling improved and the market assumed a firmer tone on Friday and Saturday, although no attempt was made to raise the f.o.b. price. Saturday afternoon, operators were reporting that they had disposed of all their cars, both rolling and on track, and some had booked orders for shipments early the coming week. Demand for U.S. No. 2 stock in barrels was rather slow throughout the week, but those operators who are shipping in 100-pound sacks reported a fair demand for both grades. A few cars of washed stock have been shipped by the local Growers Association and, to date, have commanded a slight premium over the unwashed stock."

11b. CHANGES AND ADDITIONS ON "QA" PAGE OF CODE

The following code changes were wired to all offices, to be effective April 6:

On the "QA" (Asparagus) code page --

Delete	QAC	- Dozen bunch crates
Add	QAL	- Standard pyramid crates, dozen bunches ($10\frac{1}{2}$ x ($9\frac{1}{2}$ - 11) x 18)*
	QAM	- Standard pyramid crates, loose ($10\frac{1}{2}$ x ($9\frac{1}{2}$ - 11) x 18)*
	QAR	- 18 pound crates
Change	OD	- to read "very small" instead of "U. S. No. 2"
Add	OJ	- Small to medium
	OK	- Medium to large
	OR	- Large to very large
	UX	- Bunched.

*Approximate or usual dimensions.

In quoting sizes of asparagus (and similar commodities), when a separate code word is required to designate size, it is suggested that such English words as "large," "medium," or "small" be used, instead of the corresponding code terms. If, however, such size terms involve more than one word, such as "medium to large," code should be used.

B. C. BOREE,
Specialist in Market News

WHEN YOU DISCOVER IMPROVEMENTS, WHICH COULD BE MADE IN THE D.L., please call them to the attention of the editor.

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y.* 300 Terminal Bldg.	837	A. L. Thomas H. S. Duncan	Onions Carrots# Cabbage Apples Potatoes	Sept. 2 Sept. 2 Sept. 2 Sept. 8 Oct. 5	April 16 April 2# April 9 May 21 May 21
PRESQUE ISLE, ME.* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 10	April 30
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus Vegetables	Oct. 15 Dec. 7	April 9 June 1
WINTER HAVEN, FLA.* DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.* 412 P. O. Bldg.	895	R. E. Keller	Onions# Potatoes	Oct. 31 Oct. 31	April 2# May 14
POMPANO, FLA.* Walton Hotel	937	J. B. Owens	Beans Peppers Tomatoes	Jan. 6 Jan. 6 Jan. 28	April 15 April 15 April 15
SANFORD, FLA.* City Hall Bldg.	910	B. E. Surry	Celery	Jan. 11	April 16
HASTINGS, FLA.* Power & Light Bldg.	851	W. D. Hull	Potatoes	March 14	April 30
PHOENIX, ARIZ.* 602 Security Bldg.	815	A. E. Prugh	Lettuce	March 22	April 23
HAMMOND, LA. P. O. Bldg.	802	R. L. Sutton	Stbr.	March 21	May 14
BRADENTON, FLA.*	850	R. M. Peterson	Vegetables	April 4	May 21
LAREDO, TEXAS*	801	A. M. McDowell	Onions	April 8	June 4
The following stations probably will open on date indicated:					
CRYSTAL CITY, TEXAS*	867	R. G. Risser	Onions	April 18	May 28
BELLE GLADE, FLA.*	937	J. B. Owens	Beans Peppers Tomatoes	April 18 April 18 April 18	May 14 May 14 May 14
The following station closes on date indicated:					
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 17	April 13 9

* State cooperating # Reports discontinued

W. F. Cox in San Francisco. H. E. Rutland at Brooksville, Fla.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

INSPECTION SERVICE

1c. DRYNESS OF CITRUS FRUITS

Memorandum No. 70, issued July 19, 1929, gave instructions that the percentage of dryness in citrus fruits be reported for the car as a whole. The method of considering all sizes together and reporting the average percentage for the whole lot works satisfactorily when dryness is caused by freezing on the trees, but in the case of tree dryness this plan cannot always be followed. In a great many cases this season, Florida fruit has shown a large amount of dryness in the large sizes and none in the smaller sizes. In such cases, it becomes necessary to report dryness by sizes or by stating the percentages in the large sizes and giving the sizes which show no dryness. This may result in reporting certain sizes below grade on account of dryness but, when most of the car is up to grade, it will not be necessary to say anything about the grade of the entire car. A simple statement that certain sizes are below grade and other sizes up to grade will give sufficient information in this connection.

2c. FEBRUARY INSPECTIONS IN STATE OF WASHINGTON

In the Washington (State) Inspection Letter, published at Yakima on March 29, the following tabulation appeared:

Washington Shipping-Point Inspections in February

Apples	2,381½	Potatoes	390
Mixed Fruit	1	Rhubarb	69
Onions	39	Rutabagas	2
Pears	20	Total:	2,902½

Total inspections from July 1, 1931, to and including February 29, 1932, were 28,910 cars.

3c. NEW JERSEY CIRCULAR ON CANNERY TOMATOES

The State Bureau of Markets, at Trenton, N. J., has published Circular No. 209, entitled: "Contracting for Cannery Tomatoes by Grade." It was prepared by inspector W. C. Lynn, of the Trenton office, and lists 20 important questions which have been asked regarding this service in New Jersey, with appropriate answers. The Federal-State standards for cannery tomatoes are included as a closing feature of the circular. It is an interesting report.

4c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from List of Past-Due Accounts:

Atlantic Commission Company,	Dallas, Texas	$8.00
Murphy-Butner & Israel,	Kansas City, Mo.	$4.00
Lee & Houghton, Inc.,	Waterford, Pa.	$1.00

The following should be added to List of Past-Due Accounts:

G. S. Allison Co.	Los Angeles, Calif.	$8.00

5c. IMPORTANT NEWS ON PORTO RICAN PINEAPPLE INSPECTIONS

A. S. Mason, Supervising Inspector in Porto Rico, wrote the following interesting letter from San Juan on March 31:-

"The Porto Rican pineapple situation is not at all favorable at the present time. Until yesterday, there had been practically no rain in the pineapple districts for a period of about 50 days. As February and March are the principal growing months for this crop, this dry weather has materially affected both the quantity and the quality of pineapples.

"On January 1, growers and fruit organizations estimated the Porto Rican crop at about 750,000 crates, but present estimates are between 550,000 and 600,000 crates. Sizes also have been materially reduced by the drought, and the average shipping size is just a trifle smaller than 32 to the crate, while last year the average was about 26 to the crate. When shipments reach 50,000 crates per week, it is very doubtful if it will be possible to ship a 42 size, and probably no No. 2 grade of any size at all.

"The dry weather has caused the stems of many of the growing pineapples to become crooked, causing heavy loss on account of sunburn and crooked tops, as well as poor development of eyes on one side of the pineapples. This is especially true of the second and third-year crops. In some districts, the first-year crop is of normal size and quality but, in other fields, practically all of the first-year crop will be lost on account of the drought, which has caused the pineapples to ripen when only 2 to 3 inches in diameter.

"Shipments are confined largely to mountain districts of Cidra and Corozal, where the drought has not been so pronounced and the pineapples have been smoked and obtained their growth before the dry weather could injure them. Shipments from these districts are confined chiefly to Porto Rican growers who are not using inspection. Therefore, we are not inspecting a very high percentage of the total movement, but shipments are now becoming heavier from the Bayamon to Arecibo districts, along the north coast, and by next week we should be inspecting about 60% of them. I expect the peak movement to be about the last week in April or the first week in May, and I think that the spring deal will be practically over by the first week in June.

"During June and July we shall have approximately 60,000 boxes of summer citrus to inspect. This spring and summer crop is very light this year, probably due to the abnormally large crop they had last spring, -over a million boxes. It was estimated on March 15 that there were from 400,000 to 450,000 boxes of fruit to move between August 15 and November 15, but, as the trees are most all in bloom at the present time, this amount probably will be largely increased, especially on account of the good three-inch rainfall we had yesterday.

"The vegetable season will be practically over by next week. After that time, there may be a few scattered shipments but no appreciable quantity.

"It is my plan to handle the pineapple work with the two men who are now on the ground, one of whom we brought from Florida a year ago and the other being a good local man that I have hired.

"It really is surprising to know how much two men can inspect. These men are located on the San Antonio Dock, where the pineapples are practically all loaded, and they inspect samples from each truck-load brought in. As long as the inspections of pineapples do not exceed 35,000 crates a week, they can handle this work, with time to spare. When inspections exceed that amount, I shall hire local help to open, repack the crates, and close the same, as we resumed that practice on citrus and found that it worked very satisfactorily."

R. C. BUTNER, Specialist in Inspection

REGULATORY ACTIVITIES

1e. NEWARK DEALER ORDERED TO PAY $730 ON CARLOAD OF TOMATOES

The Secretary of Agriculture has ordered Paul Rothman, Inc., of Newark, N. J., to pay R. S. Norman, of Milan, Tenn., $729.69 as the result of a hearing under the Perishable Agricultural Commodities Act.

On May 12, 1931, Rothman bought from Norman a car of U.S. No. 1 tomatoes at $2.50 per lug, f.o.b. Mercedes, Texas, throught Merrill & Cox, Inc., who issued the usual broker's memorandum. Inspection at shipping point showed the tomatoes to be U.S. No. 1 grade. The car was billed to the shipper "advise Paul Rothman, Inc." On arrival, Rothman refused the tomatoes as not what he bought, and they were resold. They were again inspected at Newark on May 18 and, at that time, failed to grade U.S. No. 1 only on account of a decay which had developed.

Rothman contended that the complaint should be dismissed, because the sale was not evidenced by a note or memorandum sufficient to meet the requirements of the Statute of Frauds. The Secretary held that Merrill & Cox acted as agent for both buyer and seller and that the memorandum of sale issued by them was legally sufficient.

Rothman further contended that the shipping-point inspection showing the tomatoes to be U.S. No. 1 was incorrect, because the tomatoes were infected with a field disease which was not manifest at time of shipment. The Secretary overruled this contention, stating: "Late Blight occurs as a disease of the leaves in the field, and spores of the disease were presumably present on a few of these tomatoes when they were packed. These spores could not be detected by visual inspection, and the development of damage from this cause on somewhat less than 5% of the tomatoes in a period of seven days in transit does not indicate such serious or general infection as to render the tomatoes not in suitable shipping condition when sold. To hold otherwise would transfer to the shipper the ordinary risks of deterioration in transit, which are assumed by the buyer in a purchase made f.o.b. shipping point. There is no proof sufficiently tangible and convincing to destroy the verity of the shipping-point inspection certificate. Moreover, there is no implied warranty that perishable property will continue sound for any definite period. And where seller makes delivery to a carrier in an f.o.b. sale, there is no implied warranty against deterioration in transit."

Rothman's next contention was that he acted in good faith in rejecting the shipment and, therefore, he cannot be found to have rejected it without reasonable cause. The Secretary called attention to the fact that acts declared unlawful by paragraphs 4, 5, and 6 of Section 2 of the Perishable Agricultural Commodities Act must be done for a fraudulent purpose, which corresponds to the term "fraudulent practices" appearing in the title. The Secretary then stated that Congress evidently intended to provide an additional remedy, applicable to transactions involving unfair practices as well as fraudulent ones. He found that, in this case, Rothman bought the tomatoes at $2.50 f.o.b. shipping point and that, upon their arrival, the market was such that a loss could not be avoided if the tomatoes were accepted. The respondent notified the broker that he would take them at a reduction of $1 per lug, but the decay amounted to an average of only 5% and, since the

greater part of any damage resulting from latent blight would easily be obvious within seven days after shipment, the Secretary felt it impossible to escape the conclusion that the demand for an allowance of $1 per lug was based upon the condition of the market rather than on the condition of the tomatoes, stating "the reduction asked bares a much closer relationship to the decline in market prices than it does to the amount of deterioration found in the tomatoes." The Secretary, therefore, held Rothman's rejection an unfair breach of contract and without reasonable cause.

Rothman took the position that the consignment of the tomatoes to the shipper himself, "advise Paul Rothman, Inc.," with draft attached to delivery order, acted to prevent the passing of title to him. This contention was overruled by the Secretary.

Rothman made objection to Norman's proof of loss, claiming that the evidence showed that Norman did not obtain the highest market price upon resale and that the resale was made at New York City in place of Newark. On this point the Secretary said: "Respondent having purchased the produce f.o.b. shipping point, the produce became his property upon delivery to the carrier, subject to complainant's right of technical possession to insure payment of the price. Complainant could have stood upon his rights and refused to assume any further obligation relative to disposition of the tomatoes, but he followed the usual and better practice of retaking the rejected produce, in order to minimize the loss as much as possible for the benefit of all concerned. Under these circumstances, complainant was not required to obtain the highest market price for the tomatoes on resale. There is nothing to show that he did not obtain a fair price, and, in making such resale, acted for the best interests of both parties."

Norman asked that, in additon to a reparation order being issued, a disciplinary order be entered, providing that the license of the respondent be revoked unless payment was made to the complainant in the amount awarded, within a specified time. The Secretary's decision discussed at length his powers under the Act in requiring payment of reparation award, his decision being that the making of an order as requested by Norman would be in excess of his authority.

Reparation order was issued in the sum of $729.69, and the Bureau of Agricultural Economics directed to publish the facts.

2e. A P.A.C. CASE INVOLVING USE OF A BRAND NAME

The Secretary of Agriculture has dismissed the complaint of G. H. Cross Co., Chicago, Ill., against the Frank J. McCann Packing Co., Salinas, California, which complaint was filed under the Perishable Agricultural Commodities Act and considered under the shortened-procedure regulation.

On September 29, 1930, McCann quoted Cross a car of Dynamite lettuce that had been shipped on the 25th. The following day, Cross asked that the car be diverted to him, referring to the lettuce as Dynamite. McCann confirmed the order, advising that he was diverting, and in this wire referred to the lettuce as Blue Ribbon Dynamite. Cross resold the car of Blue Ribbon Dynamite to a purchaser in Cincinnati. Upon arrival, this purchaser declined to accept, contending that the crates were not labeled Blue Ribbon Dynamite. The car was then diverted to New York City and there sold. Damages were claimed for the difference between the amount received and the original sale price.

(continued on next page)

Cross claimed that he bought Blue Ribbon Dynamite lettuce and resold on this basis. McCann claimed that Blue Ribbon Dynamite was not a brand and was not advertised as such; that his brand was Dynamite and that the term Blue Ribbon Dynamite was used to call attention to the fact that in 1928-1931, inclusive, he was awarded a blue ribbon prize for his Dynamite brand of lettuce. One of the exhibits was a label upon which appears "Dynamite Brand," the word "Dynamite" being prominently displayed and the word "Brand" in small letters. These words are followed by a reproduction of the 1928-1929 Blue Ribbon awards, together with the words "First premium award 1928, 1929 and 1930, prize-winner lettuce."

The Secretary held that while McCann's reference to Dynamite brand and Blue Ribbon Dynamite might easily be confused and understood as referring to two brands of lettuce, there is nothing in the record to show that he intended to convey such meaning. The Secretary concluded that McCann's reference to the Blue Ribbon Dynamite was only for the intention of calling to the attention of the trade the fact that his lettuce had been awarded the Blue Ribbon prize for the time stated, and decided that the lettuce delivered by McCann and accepted by Cross conformed to the sale specification.

F. G. ROBB,
In Charge, Regulatory Branch

STANDARDIZATION AND RESEARCH

1d. NEW GRADES FOR PEANUTS; REVISED GRADES FOR CUCUMBERS

With this D.L., each inspector will receive copies of the new grades:
U.S. Standards for Cleaned (Unshelled) Virginia-Type Peanuts, and
U.S. Standards for Shelled Virginia-Type Peanuts.
Also copies of the revised U.S. Standards for Slicing Cucumbers (1932)

R. R. PAILTHORP,
Specialist in Standardization.

OFFICE NOTES:

W. H. Steinbauer and J. W. Dykes, of the Regulatory Branch, will leave Washington on Sunday for New York City, where they will investigate an important case under the P.A.C. Act. This work may require a week's time.

E. E. Conklin, Jr., G. W. Winfrey, M. C. Gregory and J. H. Hoover are in the Washington offices of the Regulatory Branch this week and next week, studying methods of procedure in cases under the P.A.C. Act.

The Tri-State Packers Association will meet in convention at Baltimore on April 15 and 16. J. C. Bigger, of the Philadelphia office of the Canned Fruit and Vegetable Grading Project, is expecting to attend the sessions of this convention, and Paul M. Williams also may go over to Baltimore for part of a day.

Wm. E. Lewis, who has been on a western trip in the interest of standardization work since February 17, has now left California and will stop at points in Arizona this week, before proceeding to southern Texas by the first of next week.

(over)

OFFICE NOTES (CONTINUED):

D. L. Lacy, of the Chicago inspection staff, is being permanently transferred to the Boston office of the Inspection Service, effective April 15. His name should be added to the list of Boston inspectors, as should the name of G. H. Irish, who was recently transferred from New York City.

Bolling Hall, who has been assisting temporarily with inspection work in Boston, will return to his headquarters in New York City after Mr. Lacy arrives in Boston.

J. B. Owens, who (according to the last D.L.) was to have closed the market-news office at Pompano, Fla., on March 31, found it advisable to continue the market reports from that station for a week or two longer. This will delay the opening of the Belle Glade office for some time.

R. G. Risser, who has been operating the news service on potatoes at Idaho Falls, expects to close that station next Wednesday and proceed to Crystal City, Texas, where he will issue onion reports, beginning April 18.

A. M. McDowell arrived in Laredo, Texas, from Waupaca, Wis., on Monday of this week, and began publishing market reports on onions at the Laredo office today.

J. G. Scott, of the Philadelphia market-news office, was a visitor to the Washington office on Wednesday of this week.

THE NEW YORK OFFICE of the Inspection Service and Market News Service has moved from the State Office Building to the U.S. Government Warehouse. The new mail address for all our New York employees is Room 418, 641 Washington Street, and the new telephone number is Canal 6-2100. The Market News Service is located in Room 408 and the Inspection Service in Rooms 410-412, but the standard mail address is Room 418, in which the Head Clerk has her desk. Please make these changes at once on all copies of address lists.

W. C. Hackleman, Regional Supervisor of the Inspection Service, with headquarters in New York City, advises us that his residence telephone number has been changed to Pomeroy 6-2482. Please note this change on the Inspectors' Address List. Mr. Hackleman was in Scranton, Pa., on Tuesday, conferring with inspector C. L. Packard.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 15 April 15, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. PROPOSED LEGISLATION PROHIBITING USE OF GOVERNMENT-OWNED AUTOMOBILES BETWEEN DOMICILES AND PLACES OF EMPLOYMENT

There is quoted below a portion of the Agricultural Appropriation Bill, which is now pending before Congress for the fiscal year beginning July 1, 1932:-

"*** nor shall any money appropriated herein be used for maintaining, driving, or operating any Government-owned motor-propelled passenger-carrying vehicle not used exclusively for official purposes; and 'official purposes' shall not include the transportation of officers and employees between their domiciles and places of employment except in cases of officers and employees engaged in field work, the character of whose duties makes such transportation necessary and then only when the same is approved by the head of the Department." This wording of the bill has been agreed upon by the Conference Committee, and very likely will be a part of the law when enacted.

No information as to what class of field work will be excepted under the wording above-quoted is as yet available. Branch offices where garages are rented have already been requested to arrange for garage space for the next fiscal year. It is requested that the above prohibition on the transportation of officers and employees between their domiciles and places of employment be given consideration in making arrangements for such space.

The incorporation of this clause in the law may also make it necessary to arrange for garage space in certain cities where no rent is now paid. In such cases, if the garage rental is more than $50 per annum, names and addresses of three garage owners should be sent at once to the Washington office, in order that invitations to bid for the furnishing of garage space for the next fiscal year may be sent out.

Each case where housing a Government-owned automobile near the home of an employee seems imperative will be considered on its merits. But it is doubtful if the need of the automobile for occasional early morning or night work, or reduction in expenditures, will be considered sufficient to justify the transportation of employees to and from work in a Government-owned car.

2a. ACCEPTANCE DATE ON CONTRACTS, LEASES, ETC.

Inasmuch as the Government is prohibited by law from entering into leases, contracts, etc., covering a period for which there is no appropriation authorized, it is requested that formal acceptance of agreements or contracts now in the course of preparation by branch offices be delayed, until advised by the Washington office that the Agricultural Appropriation Bill for the fiscal year 1933 has been signed by the President. Details of preparation may be completed, in order that, when notice is received of the signature of the President, the contracts may be immediately sent in. This does not apply to names and addresses which are being submitted to Washington for the sending out of invitations to bid. The date of the acceptance of contract must be subsequent to the signing of the Bill.

3a. ASPARAGUS GROWN LONG BEFORE THE CHRISTIAN ERA

Each Friday, a radio talk on fruits and vegetables is given by C. J. Hansen, of San Francisco, through Station KGO and six other radio stations of the Pacific Coast N.B.C. network. In last week's talk, Mr. Hansen included some interesting information about asparagus, which is quoted below for the benefit of all employees of our Division:-

"Quite recently, asparagus shipments reached 100 cars daily, with the result that eastern jobbing prices eased off slightly to a range of $2.50-$4 per crate. Incidentally, speaking of asparagus, I wonder how many of you realize that this is one of the oldest of our modern vegetables. Records tell us that the Greeks, as early as three centuries before Christ, picked and consumed the shoots of a thorny species of asparagus, which grew wild in southern Europe. It is said that the Roman Emperor, Diocletian, in a law passed in the year 301 to prevent speculation, fixed maximum prices for foodstuffs. Among these, asparagus was listed, which goes to prove that it was a popular vegetable and one that was consumed in considerable volume at that early date. A Roman agronomist, by the name of Palladins, who lived toward the 4th century, went so far as to advise those growers, who did not wish to raise their own asparagus crowns, that they should be purchased from those making it a specialty. So, apparently, they had nurseries, the same as we have today. Asparagus, you know, is not a native of this country but came from France. The Delta asparagus section of California, with its 65,000 estimated acreage this year, is probably the largest concentrated acreage in the world. Although no accurate history of its inception in California is available, it was grown as a commercial enterprise and quoted in the market section of newspapers as early as 1875. It is too early for any definite estimates, but many of the large growers are of the opinion that shipments this year will surpass any previous record. This can be attributed, somewhat, to the expected decrease in the canned pack, coupled with a thus-far favorable growing season."

4a. APRIL REPORT OF APPLES IN COLD STORAGE

Last Tuesday, the following report on cold-storage holdings of apples for April 1 was released by the Department in Washington:

	Barrels	Boxes	Baskets
April 1, 1932:	371,000	5,886,000	2,751,000
April 1, 1931:	200,000	6,852,000	1,300,000
Five-year avg.:	624,000	5,221,000	1,203,000

Total holdings under refrigeration were equivalent to 3,250,000 barrels, which is 11% more than the holdings of a year ago and 17% above the five-year average for this month. Supplies in barrels were 86% heavier than last April but were 41% below the average figure. Boxed apples under refrigeration were 14% less plentiful than a year ago but 13% above average. About three-fourths of the boxed fruit was still held in Pacific Coast storages. Supplies of apples in bushel baskets were very heavy, being 112% greater than those of April 1, 1931, and 129% more than the five-year average for this month.

Reduced to equivalent boxes or bushels, the April report is as follows:

	Barreled apples reduced to boxes	Boxes	Bushel Baskets	Total equivalent in boxes
April 1, 1932:	1,113,000	5,886,000	2,751,000	9,750,000
April 1, 1931:	600,000	6,852,000	1,300,000	8,752,000
Five-year avg.:	1,872,000	5,221,000	1,203,000	8,296,000

5a. BILLIONS OF PEANUTS BEING CONSUMED EACH WEEK

H. J. Clay did some computing last week and released the following interesting report through two southern radio stations:-

"While it is true that the peanut trade in consuming centers is buying from hand to mouth, demand for peanuts has been expanded during the present season and even a hand-to-mouth demand runs up into a large number of cars every week. During the week ending March 19, for example, 115 cars were shipped out of the Virginia-North Carolina section and 86 cars out of the Southeastern section. Considering the fact that there are perhaps 225 individual peanuts to the pound of Virginia-type cleaned goods and perhaps 675 kernels to the pound of shelled Virginias, with even more Spanish and Runner shelled because of the smaller size of the latter kernels, it is probable that during the week mentioned above 250,000,000 separate peanuts in the shell and 4,000,000,000 separate shelled peanut kernels were shipped from southern cleaning and shelling plants. And this happened during a week when peanut shipments were below normal. It can readily be seen, therefore, that even when business in peanuts appears quiet, billions of peanuts are actually being sold and consumed. The heaviest consumption during the recent months has probably been in the form of salted peanuts, with peanut butter coming second and peanut candy third, in order of importance."

A mile is 5,280 feet or 63,360 inches. Assuming that each shelled peanut averages $\frac{1}{2}$ inch in length, the 4,000,000,000 shelled nuts, laid end to end, would equal approximately 31,500 miles. Assuming also that each unshelled peanut averages $1\frac{1}{4}$ inches in length, the 250,000,000 mentioned above, if laid end to end, would equal approximately 4,900 miles, making the total for that one week equal to 36,400 miles in length, or nearly one and a-half times the circumference of the earth at the equator.

6a. ANNUAL STATISTICAL TABLES ON CARLOT SHIPMENTS

There have been distributed this week copies of the annual mimeographed tabulations of carlot shipments of 46 fruits and vegetables for the year 1931, by originating States and by months. One valuable addition to the reports for this year (1931) is a statement of imports of several commodities, as obtained from the Department of Commerce. The tabulations are prefaced with the 10-year comparison, showing total shipments of each product for each of the 10 years, 1922 to 1931 inclusive. Copies are available on request.

7a. A VALUABLE REPORT ON HONEY AND BEESWAX ON THE PACIFIC COAST

The Federal-State Marketing Service in California has published an interesting 16-paged mimeographed report on Honey and Beeswax, being a summary of receipts and shipments for 1931. The incoming and outgoing movement of honey and beeswax is given for Los Angeles, and of honey at San Francisco and Seattle. Receipt figures for San Diego for part of 1931 are also shown. Receipts are tabulated by rail, truck and boat, and the different kinds or packages of honey are segregated. Shipments by boat from the several ports are given, as well as import and export statistics.

Walter Kingsbury, of our Los Angeles office, compiled these valuable statistics, and copies of the summary can be obtained on request from the Federal-State Marketing Service, State Office Building, Sacramento, Calif.

MARKET NEWS SERVICE

1b. SOME CRATES OF REDUCED HEIGHT BEING USED FOR FLORIDA CELERY

B. E. Surry wrote as follows from Sanford, Florida, in a letter of April 11:-

"During the past month, quite a number of crates of short-length celery have been moving out of Sanford. The celery is packed in crates 10x22x17 or 18 inches. The crates are the same size as the regular Florida 10-inch crate, with the exception of the height, which is from two to three inches less. These short crates were made necessary by the fact that the celery around Sanford grew too rapidly during January and February and failed to gain the height necessary to fill out a regular 10-inch crate. Only one shipper used the 18-inch crate, most of the other shippers loading a considerable number of crates 17 inches in height. Probably 25% of recent shipments out of Sanford have been composed of these smaller crates.

"The f.o.b. market declined on large sizes last week, with trading and wire inquiry much lighter than during the previous week. Shippers seemed unable to dispose of cars running heavily to large sizes and, with a large supply of fair to ordinary quality, probably a majority of the cars at Sanford rolled unsold. The market finally settled to a lower level today, with prices about 25¢ per crate less than those of a week ago. The fact that most cars were of questionable quality made it necessary for shippers to either sell or consign to the large cities and prevented a good distribution.

"Latest estimates of yield and production for the Sanford-Oviedo section seem to indicate a movement of around 4,500 cars by June 1, compared with an earlier estimate of not over 4,000 cars. Better yields from Sanford and Oviedo have resulted in a prospective average yield of a car or better to the acre, or possibly 375 crates. The movement from the entire State has been estimated at 7,000 cars for the season."

2b. CROP PROSPECTS IN RIO GRANDE VALLEY OF TEXAS

W. D. Googe sent the following report from Brownsville in a letter of April 10:-

"Lower Rio Grande Valley shipments of vegetables during the past week have totaled about 650 carloads, exclusive of the movement by motor trucks. The movement by rail from the Corpus Christi section was approximately 250 cars, the great portion of which consisted of cabbage. The leading commodity moving in volume from the Valley was new potatoes, followed closely by cabbage.

"The week started off with prices sagging in all lines. Declines had been noted in cabbage, carrots, beets and potatoes. Toward the end of the week, prices for potatoes increased 25¢ per 100-pound sack and the demand exceeded the supply. There was a better demand for cabbage, carrots and beets.

"The outlook for snap beans is that there will be a light movement of the crop saved from the frost, beginning the latter part of April. This crop was just under the ground and thus escaped injury. Planting since the frost will result in a movement of beans beginning about the first of May and reaching its peak perhaps in early June. The tomato movement from the Valley will be light, according to reports, and will not reach any volume of consequence until in June."

3b. MAINE POTATO MARKET DULL

V. H. Nicholson wrote as follows from Presque Isle in a letter of April 9:-

"The Maine potato market has remained dull and weak, although the roads have been impassable in many sections of the county. Shipments have held at the daily average of about 250 carlots, but there is a rather sluggish demand for loaded cars.

"The street price has ranged 50¢-75¢ during the past week, but most of the sales yesterday (Friday) were around 50¢ bulk per barrel, with some stock in the Caribou and Fort Fairfield sections selling around 60¢. A few shippers here in Presque Isle were offering only 45¢, but sales at that price were quite limited.

"Most factors are generally pessimistic concerning the outlook for the remainder of the Maine shipping season. It is thought that the stocks in the hands of the growers are quite heavy for this time of the year and that, when the roads are opened, haulings will become quite heavy. The general opinion of shippers seems to be that Maine shipments will probably reach the 50,000-car mark this season. This would leave about 10,000 to 11,000 cars to be shipped after this week, and means that the Maine shipping season would have to extend well into June.

"The demand for certified seed has been about moderate, and most of the inquiry has been coming from New England. While the stocks of certified seed are reported to be getting rather low, the market has shown no tendency to react under the lighter offerings, and prices for both Cobblers and Green Mountains have weakened. The 11-peck bags of certified Cobblers are selling on the basis of $1.20-$1.30 and Green Mountains around 95¢-$1.10. Shipments of all varieties of certified seed from Maine total 1,942 cars to date, compared with 1,758 cars last season."

4b. WESTERN NEW YORK MARKET PRACTICALLY UNCHANGED

The following information came in a letter of April 12 from A. L. Thomas, at Rochester:-

"The demand for apples has been only moderate during the past week, and most of the sales for the past few days were made at 5¢ lower than the previous week. The movement for export has been very light, not more than a dozen cars being billed for this trade this week. Dealers report storages east of Rochester as being rapidly cleaned up, while west of Rochester the storages still contain the normal supply for this time of the season.

"The potato situation remains practically unchanged from last week. Daily f.o.b. prices vary only a few cents. Haulings by the growers have been limited, due partly to condition of the roads and to prices offered by the dealers. Dealers were paying growers 25¢-30¢ per bushel, with an occasional loading station paying as high as 33¢ for the best stock.

"A fairly moderate demand prevailed for onions this week, and prices remained about steady. The season is practically over. Reports indicate that approximately 50 cars remain to be shipped.

5b. THE GROWER'S SHARE OF MONEY SPENT FOR ORANGES

About 38¢ of the consumer dollar spent for oranges is returned to the grower, according to a study by the California Fruit Growers Exchange, reported by the Los Angeles Chamber of Commerce agricultural department.

6b. A WASHING PLANT FOR NEW POTATOES AT HASTINGS, FLORIDA

The following interesting report came from W. D. Hull, of the Hastings field station, in a letter dated April 7:-

"There are many ideas as to the amount of damage to Florida potatoes, resulting from the freezing weather in March. Practically all agree that the damage will be at least 50%.

"During the past few days a new angle to the situation has developed, in that the fields which showed the least amount of damage immediately after the freeze are not making the recovery that everyone expected them to make. Insect pests and disease are also becoming serious. The percentage of No. 2 stock is far too high to be profitable this year, averaging perhaps as high as 40%, and in some fields it will run well over 60%. There is every indication that the amount of 2's will increase, as more of the later fields are dug.

"The Hastings Potato Growers' Association has erected a new packing shed, here at Hastings, in which they have installed a modern type of potato washer. The machine has been in trial operation for little more than a week. Some of the stock which was processed in this washer has reached the New York market and has commanded a premium of 25¢-50¢ per barrel over the unwashed stock. The potatoes are brought directly from the fields to this shed, where they are unloaded on a large platform and every grower's crop is kept separate. They are dumped from the sacks onto a long belt which runs practically the entire length of the platform. At the end of this long belt and immediately in front of the washer is link-belt, which allows the No. 3's and culls to drop through. Inside the washer, the water is applied to the potatoes with considerable force, thereby loosening any caked dirt. The potatoes then go into another part of the washer, where jets of water strike them from the top and bottom, rinsing them thoroughly. The belt from this rinsing machine dumps the tubers out on the conveyors to the graders. This conveyor consists of rollers which rotate the potatoes, making it easy for the blemished ones to be picked off. While on this conveyor, the potatoes pass under two sets of electrically-driven fans, which not only remove the water clinging to the surface of the potatoes but also make considerable progress in drying them. From these rollers, they pass over a regular grader, which separates the No. 1's and No. 2's.

"It is too early for any accurate figures on the extra cost per barrel for running the stock through this washer, but, in a recent trial run of four cars of potatoes, the labor cost incident to the operation of the washer was around 3¢ per barrel. This figure does not include overhead charges. There are various ideas as to the daily capacity of the plant. The representative of the firm who installed the washing machinery, says 25 to 30 cars daily will not crowd the machine, and others are a little more conservative.

"Considerable objection has been raised against the plant by those who say that barreling the moist potatoes will cause them to spoil rapidly in warm weather, but I saw some which had not been in the barrels an hour and they appeared surprisingly dry. Some barrels were opened which had been washed and headed-up the previous afternoon, and they seemed perfectly dry, both at the top and the bottom of the barrel. It was noticed that, in some places, the skin was loosened a little more after coming out of the washer, but, on the other hand, it made other blemishes show up more readily. This will make it possible to put up a more-closely-graded pack.

"A few cars of the washed potatoes have been packed in open-mesh

5-pound sacks. Twenty of these 5-pound sacks are put in one large sack for loading. The washed potatoes in these small bags make a very attractive looking package."

This additional information on Florida potatoes came from Mr. Hull in a letter of April 11:-

"Under the impetus of an improved demand and with very light shipments, the Florida f.o.b. potato market was in firm position throughout last week. On Monday, April 4, the price for barrels of U.S. No. 1 Spaulding Rose advanced to $4, with a few early sales at $3.75, while No.2's advanced to $2. These prices were maintained until Thursday, when the market made another advance, bringing the price for barrels of U.S. No. 1 stock to $4.50. On Saturday, April 9, some wire offers of $5 per barrel were received, but only a few cars were available even at this advanced price, indicating the lightness of the available supply at the present time. On Friday and Saturday there was some sacked business at $2.65 per cwt. of No. 1 stock; however, this does not quite equal the price of $5 for barreled stock. Owing to the extremely limited number of cars of washed stock available, no attempt was made to quote a market, but those potatoes usually brought a premium of 50¢ per barrel.

"Shipments for the week were only 113 cars, compared with 258 for the same period last year. It is expected that probably 300 cars will be available for shipment in the next two weeks. After that, movement will be much lighter, unless the fields which were planted late make considerable improvement. The number of cars consigned so far this season has been very small. Some of the shippers have made a practice of rolling a few cars, not because of any lack of demand for f.o.b. sales, but, as in the case of last week, they prefered to roll and take a chance on the advancing market."

7b. NOTES ON NORTHWESTERN APPLE SITUATION

J. D. Hamilton, of the Portland office, included the following comments in a Northwestern Review, dated April 4:-

The northwestern apple situation may be summarized at this time as stronger in domestic markets, and quieter abroad. One reliable trade authority, speaking of the domestic market, says: "There has been a decided improvement in the apple market during the past 10 days, with demand coming in quite generally from all over the United States. This is largely accounted for by the recent cold wave, which set back the early vegetables and strawberries. Prices have advanced somewhat as a result of the increased demand, but apples still are exceedingly cheap, being, in fact, far below cost of growing, packing and cold storage. The remaining supply of boxed apples in the Northwest is not excessive. A continuance of the same rate of shipping during April, as we had in March, will see Wenatchee holdings considerably less than last year, and Yakima, with more cold-storage facilities, about the same as last year on May 1. It is highly probable that storage holdings of apples on April 1 will not exceed holdings on the same date last year. There is good reason to anticipate the boxed apple market will go along on the present basis."

Indicative of the stronger domestic tone, Yakima and Wenatchee distributors are shipping no more apples on open consignment or guaranteed advance, as was the case earlier in 1932.

8b. PROGRESS OF ARIZONA SPRING LETTUCE MOVEMENT

A. E. Prugh, of the Phoenix office, included the following information in a letter of April 10:-

"With the season late and Imperial Valley ending rather early on account of hot weather, the f.o.b. lettuce market in the Phoenix district opened around $2 per crate, but weakness in eastern markets soon brought the price down to $1.35-$1.50. When it seemed that light Imperial Valley shipments arriving in the East would cause track-holdings to drop, several hundred tramp cars, which had been rolled from one diversion point to another for three or four weeks, filled the gap, and also a slow demand developed for lettuce even with the frost damage cutting down movement of southern vegetables.

"Imperial stock finally began to get out of the way April 5 and track-holdings in 14 leading markets, which had held at 500 to 600 cars, showed a decline to 345 cars on the 9th.

"Salt River Valley shipments jumped from 122 on April 3 to 160, 201 and 187 cars respectively the next three days, and then dropped sharply to 113 the 8th. Shipments, according to local estimates, should be about 900 for the week starting the 11th, and 500 the following week if weather permits, making a season total for the Valley of around 3,500 cars. Last year, hot weather caused the season to end suddenly about April 8.

"With the decrease in shipments, the f.o.b. price advanced to $2-$2.25 on the 8th. Eastern market prices had not reacted to the advance. Most shippers have been inclined to sell as much of their stock as possible on an f.o.b. basis,

"After the late varieties of 'No. 12,' 'F,' and 'Commercial' started, for several days quality was about the best ever moving from this district. Early shipments of 300 to 400 cars of 'No. 6,' a leafy variety, sold at a discount in the East and buyers took heavy losses. This variety does not carry well, and most buyers will take an 85% U.S. 1 car of other varieties, rather than a U.S. 1 car of 'No. 6.'

"About 300 acres of the 'No. 6' variety, planted in the Buckeye section 40 miles west of Phoenix, produced only 51 cars, when too much tipburn prevented further harvesting. The State Standardization Service operates effectively, to hold unmerchantable stock from moving.

"The Eloy district, while producing successful fall crops, is usually a failure in the spring, and this season is apparently no exception. Only one car has moved from the 700 acres planted there, and future shipments will no doubt be very light.

"Several days of hot weather at Yuma brought that deal to an early end. The shipper there with the largest acreage (about 1,000 acres) had a yield of only about 35 crates to the acre. Others with light acreages coming on early, with an f.o.b. price of $2.25-$2.75, made a profit. About 500 cars were shipped from 2,385 acres planted in the Yuma district.

"A few cars of mixed vegetables loaded with peas and lettuce are now moving; also an occasional car of carrots. The Eloy district has moved an occasional car of asparagus.

"Reports from Salinas indicate a late season there, which should cause the f.o.b. lettuce market to remain high through the month.

"A meeting of the Western Growers Protective Association was held here a few days ago, to discuss the small crate among other matters. It is apparent that, when Salinas shippers ratify an agreement, this smaller crate will become the standard one."

9b. RECENT NEWS ON LOUISIANA STRAWBERRIES

R. L. Sutton sent the following report from Hammond on April 12:-

"It might be said that the principal-crop movement of strawberries from Louisiana is just getting under way. The fruit from the first crop is about exhausted. Pickings from the first crop, which started in early February, suffered a severe set-back by the freezes of early March, with the volume of shipments being sharply reduced. It is generally thought that at least 1,000 cars were lost.

"With the opening of this week, the new fruit coming on since the freeze is reaching a stage of maturity suitable for picking. The majority of the berries in the cars loaded yesterday came from the new crop. This fruit is mostly U.S. No. 1 grade, the quality generally being very satisfactory with the exception of some pale stock.

"The shipments this season to date have amounted to 260 cars, as compared with 268 to the same time last year. This is the first time that comparable shipments of 1931 have exceeded those of this year. There is considerable variation of opinion as to the total number of cars to be shipped this season, varying from 2,500 to 4,000 cars. Last season 4,720 cars left this State, when the acreage was 5,000 acres under that of this season. A major factor which will determine the quantity of fruit produced is the extent to which the yielding power of the plants has been reduced by cold weather. It is argued that, even though there was no noticeable damage to the plants themselves after the freeze, it is possible that the vitality has been lowered, so that full production cannot be expected. The fields have a beautiful appearance at this time, the plants are laden with fruit and blooms are abundant. The large quantities of green berries that are about the same size suggest the probability of very heavy loadings bunched within a short period.

"Our idea of the period of heaviest loadings has changed slightly, and we now expect the peak to come during the last few days of April or the first week of May. Weather conditions, naturally, will tend to control the peak movement. Yesterday and today have been cool, so that not much progress has been made in coloring the fruit. By the last of this week, daily loadings may reach 10 to 15 cars, and next week should show a steady gain, with the advancement continuing throughout the month."

10b. SALINAS LETTUCE SEASON DELAYED

L. H. Howard, California State representative at Salinas, sent the following interesting letter under date of April 9:-

"Because of unusually heavy winter rains, that seriously interfered with planting, thinning, and cultivation,- together with cold weather during the growing period and lack of late rains,- the early spring lettuce crop is maturing slowly. Indications are for small sizes and light yields until late April. It is unlikely that the dry-farm plantings will mature much shipping quality on account of drought during March.

"For the first time since the spring of 1929, aphis is prevalent to such a degree as to cause alarm. Although the pest has not made serious progress, it is more or less generally present throughout the district, and a few days of overcast sultry weather would so increase activity, that a repetition of the damage of 1929 is considered not unlikely. Growers are bringing in hundreds of bags of ladybugs, natural enemies of the pest, to

work on the most-seriously-affected fields.

"Three cars, the first of the season, were loaded on April 8 from Graves station, near Salinas. Quality was generally good, solidity mostly firm, sizes small (heavy 6 dozen). Last year, the first car moved on March 25 from Watsonville, with a car a day on March 26, 27, and April 1, and a total of 29 by April 8. April movement this year is expected to be light, probably less than 1,000 cars, unless a market advance encourages loading or warm weather brings the earlier patches on faster than is indicated. Most of the April stock will cut from fields in the Salinas and Gonzales districts. Watsonville has very little lettuce for harvest until next month.

"Less than 40 cars are estimated for the week of April 10 to 16. A general starting is expected the week following, and a steady increase thereafter, with shipments at peak sometime around mid-May. Growers are looking forward to a profitable April market, with Arizona shipments scheduled to decrease rapidly after April 15.

"Spring peas began picking this week on a few early patches, the first straight cars moving on April 5. About 9 cars have moved to date. A moderately-light movement is expected until late in the month, when the bulk of the acreage will come to maturity, and shipments will advance to peak after the first week of May. Early-morning frosts during the past week have damaged some fields, particularly those just coming to blossom. A light production on the 5,000 acres of market peas in this district is indicated. About 500 or 600 cars are expected for the season.

"First of the spring carrots will start picking next week. Some 250 acres are available for April harvest, with a like acreage for May and about 200 for June."

11b. THE LATEST ESTIMATE ON COLORADO POTATO SHIPMENTS

Bryce Morris reported as follows in a letter of April 9 from Denver:-

"Reports from potato shippers in the State seem to indicate that less than 100 cars remain in the San Luis Valley, with the final movement probably around 1,950 cars this season. Northern Colorado is estimated to have from 300 to 400 cars, and it seems certain that that district will not exceed 3,000 this season. Western Slope points, including Carbondale, are estimated to have around 300 cars of potatoes on hand. With these estimates in view, it now seems more certain than ever that Colorado's total will be less than 8,000 cars, a decrease of 10,000 below the 1930-'31 shipments.

"The first California strawberries of the season arrived in Denver Wednesday. A full car of berries moved out at $8 per stack or $2 per 12-pint box of Klondikes. Quality was good, and these berries are retailing at 20¢ or two for 35¢ in the chain stores this week."

12b. CHANGE ON "C" PAGE OF CODE, EFFECTIVE APRIL 22

On the "C" (Receipts and Supplies) page of the Code, add

OJ - l.c.l.

The term "homegrowns," as formerly used with "OJ," was eliminated, in accordance with D. L. Par. 1b, August 17, 1928.

13b. RECENT NOTES ON MANATEE-SARASOTA CROPS

R. M. Peterson sent the following news in a letter of April 11 from the field station at Bradenton, Florida:-

"The Manatee tomato crop is lighter than normal this year, and total shipments are not expected to exceed 750 to 800 cars. Harvesting began early, with the first car out March 17, and with the longer shipping season it is not expected that the movement will become heavy at any time. About 108 cars were shipped last week, bringing the total of the spring crop to 210 cars. Peak movement will probably be reached the latter part of this week, but it is not expected that total shipments for this week will exceed 200 cars, with approximately the same next week. Most of the crop is expected to be harvested by the last of April, but with cool weather it is possible that shipments will be quite important the first week in May or slightly later.

"The quality of Manatee tomatoes has been generally quite good. Some stock is badly windscarred and the tomatoes from a few of the older fields are showing somewhat soft but, on the other hand, a few of the better staked fields are producing tomatoes of exceptionally fine quality. The size is still generally large, with only a small proportion packing 6x7 and smaller. The shipping-point market opened weak and draggy, with lug boxes selling at $1.25-$1.50 for U.S. No. 1 stock, 6x6 and larger. The demand, however, has improved considerably during the past week, with the best stock now selling at $2.25-$2.50, and a firm market is anticipated for the balance of the season.

"The Manatee-Sarasota celery crop has had good growing weather the past few weeks, obtaining good length, and over 50% is packing to large sizes, 3 and 4 dozens. Although most of the stock is not grading U.S. No. 1, the quality is quite satisfactory and is making a very good second-label pack. This is particularly true of the muck-land celery. Shipments increased to around 175 cars last week and may be nearly as heavy this week. Considerable acreage was set to late celery, and a fair movement is expected until about the middle of May, unless the crop should mature very rapidly. The demand at shipping points has been generally good for all sizes, but the increased percentage of 3 and 4 dozens caused a slow demand for these sizes the latter part of last week. Although there has been a slightly easier tone for several days, there was no material change in prices until today, when practically all sizes dropped 25¢ per crate.

"The movement of Manatee peppers and eggplant is very light. Peppers have been firm at $3.25 per 1½-bushel crate of Fancy stock, and are being offered this week at $3.50 with an occasional sale made at that price. Choice peppers have been selling generally $1 lower. Quality of the eggplant is mostly fair, and the demand has been draggy at $1 per crate of Fancy stock."

14b. ADDITIONAL SUMMARIES ISSUED

The following additional summaries of field deals were distributed from Washington this week:

"Marketing the Lower Rio Grande Valley, Texas, Potato Crop, 1931 Season," by C. D. Schoolcraft.

"Marketing the Georgia Peach Crop, 1931 Season," by R. E. Keller.

"Marketing Western New York Peaches, 1931 Season," by R. L. Sutton and A. L. Thomas.

15b. CASTOR OIL IMPROVES MIMEOGRAPH INK

T. R. Hall, of the Seattle office, has submitted a suggestion for an improvement in the results obtained from G.P.O. mimeograph ink, particularly where such ink is too thick to flow freely. He advises that the addition of about one pint of castor oil to a 5-pound can of ink gives a much freer flow and also produces a darker print. When purchased in gallon lots, it is cheaper than ink; consequently the cost of the finished product is also reduced.

NOTE:- The above item is a good example of suggestions for improvement, which we are always glad to receive from branch offices.

16b. A REPORT ON POTATOES AND STRAWBERRIES IN KANSAS CITY

R. E. Corbin, of the Kansas City office, included the following items in a letter of April 11:-

"The seed potato business has been very good in this part of the country during the latter part of February, all of March and the first week in April, although it has slowed down now. In fact, orders for seed potatoes have practically ceased coming in.

"The Kaw Valley and Orrick sections have had ideal planting weather for about two weeks and have practically finished planting potatoes. Acreage is said to be about the same as last year. A few growers had begun planting before the severely cold weather in March and were compelled to replant whatever acreage was in at that time, because the seed was damaged in the ground.

"I was interested to note in the Division Letter of April 8 a letter from R. L. Sutton, at Hammond, in which he mentioned the high price of the season paid on the auction on April 5 for a car of strawberries which brought $5.27½. That car was delivered in Kansas City two days later and sold on the jobbing market around $5-$5.50 for the best stock, with many crates which showed ordinary condition selling for much less. With a $5.27½ f.o.b. price, these berries cost about $5.80 laid in Kansas City."

17b. COACHELLA VALLEY ONIONS DUE SOON

In the Tabb Onion Service report for April 5 the following statements were published:

"The Coachella Valley onion crop in southern California is reported to be the most promising since 1917, when the entire acreage produced 500 crates per acre average. With continued hot days and warm nights, a few of the earliest fields may be matured by April 20 or 25, but there will be no general movement until between May 1 and 10. It is estimated that probably 200 cars of these Coachella onions will move to Pacific Coast points by truck this year."

B. C. BOREE,
Specialist in Market News.

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	IN CHARGE	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y.* 300 Terminal Bldg.	837	A. L. Thomas H. S. Duncan	Apples Potatoes	Sept. 8 Oct. 5	May 21 May 21
PRESQUE ISLE, ME.* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept.10	April 30
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus# Vegetables	Oct. 15 Dec. 7	April 9# June 1
WINTER HAVEN, FLA.* DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.* 412 P. O. Bldg.	895	R. E. Keller	Potatoes	Oct. 31	May 14
SANFORD, FLA.* City Hall Bldg.	910	B. E. Surry	Celery	Jan. 11	April 30
HASTINGS, FLA.* Power & Light Bldg.	851	W. D. Hull	Potatoes	March 14	April 30
PHOENIX, ARIZ.* 602 Security Bldg.	815	A. E. Prugh	Lettuce	March 22	April 23
HAMMOND, LA. P. O. Bldg.	802	R. L. Sutton	Stbr.	March 21	May 14
BRADENTON, FLA.* Pier Bldg.	850	R. M. Peterson	Vegetables	April 4	May 21
LAREDO, TEXAS* Hamilton Hotel	801	A. M. McDowell	Onions	April 8	June 4
CRYSTAL CITY, TEXAS*	867	R. G. Risser	Onions	April 14	May 28
BELLE GLADE, FLA.*	937	J. B. Owens	Beans Peppers Tomatoes	April 18 April 18 April 18	May 14 May 14 May 14
The following station probably will open on date indicated:					
CHADBOURN, N.C.*	805	J. C. Keller	Stbr.	April 25	May 14
The following station closed on date indicated:					
POMPANO, FLA.* Walton Hotel	937	J. B. Owens,	Beans&Peppers Tomatoes	Jan. 6 Jan. 28	April 15 April 15

* State cooperating #Reports discontinued

W. F. Cox in San Francisco H. E. Rutland at Brooksville, Fla.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

INSPECTION SERVICE

1c. IMPORTANT NOTICE REGARDING REVISION OF HANDBOOK

Attention is called to PART I of the Inspectors' Handbook, which has been revised. A copy of PART I, as revised, is being mailed to each inspector with this Division Letter. While the changes which have been made are minor, many important instructions have been added and it is necessary, therefore, that all inspectors study it closely. Such items as the instructions relative to securing and furnishing information to interested parties regarding cars inspected at shipping point are os special importance. The issuance of certificates on mixed carlots is also an important item, which should be carefully ready by everyone. Many wires are received in the Washington office, making inquiry regarding various questions of inspection policy and procedure, and close study of these instructions should enable all inspectors to answer any questions which may come up in the inspection work. This is especially true of the instructions regarding appeal inspections, which are highly important and must be carefully read and studied by everyone.

Please note that this revised portion of the Handbook includes 10 sheets of paper, or 20 mimeographed pages. Be sure your copy is complete.

- The next four items have been copied from California Inspector' Notes, dated April 8 at Sacramento:

2c. CALIFORNIA INSPECTIONS DURING MARCH

Including 64 shipside inspections at San Francisco and 2 shipside at Los Angeles, total shipping-point inspections in California during the month of March were 3,306. The leading districts were as follows:- El Centro-Brawley 1,702, Los Angeles 474, Santa Maria 440, San Diego 162, San Bernardino 128, San Jose 110.

3c. SAN JOSE-HAYWARD PEA INSPECTIONS AT HEIGHT

Inspections on peas are now in full swing in the San Jose-Hayward district. Most of the peas are being run over tables, and practically all those sorted are grading U.S. No. 1.

4c. ARIZONA LETTUCE MOVING RAPIDLY

The following was contained in a letter written by E. L. Ruch from Phoenix, Arizona, on April 6:-

"Inspections yesterday totaled 144 cars and we should have more today, holding over 100 for a week and then dropping fast, especially if the weather gets hot. Solidity is very good and our main defects at this time are broken midribs and tipburn, also most cars showing a small percentage of slime. We are inspecting 65% to 80% of total shipments each day. Yesterday 91 cars made grade, but believe the quality will fall some today, as many companies will be back in old fields."

5c. IMPERIAL VALLEY LETTUCE INSPECTIONS

The following was taken from P. V. Stay's final report on the El Centro-Brawley inspections:

Classification of Imperial Valley Lettuce Inspections

	1928-29	1929-30	1930-31	1931-32
	2	2	4	8
Fancy				
U.S. No. 1	267	917½	2967½	2203
85%	147	363½	1292-1/6	1554
80%	51	146	561-1/3	840¼
75%	17	46	292-11/12	378¾
70%	(Less than	13½	181¾	193
65%	75% and	10	92-1/3	110¾
60%	N.G., 41)		53-1/6	58½
50-60%		18		
55%			39-1/3	30
50%			28-1/2	6
Not graded & below 50%		96	361¾	456¼
Total	525	1612½	5874¾	5838½

In addition to the above lettuce, 30¼ cars of carrots, 27 cars of cabbage, 18¼ cars of peas, 3 cars of chicory, 4 lots of grapefruit and 1/4 car of cauliflower were certified up to March 31, 1932.

6c. ADDITIONAL NEWS ON ARIZONA LETTUCE INSPECTIONS

With further reference to Par. 4c in this D.L., the following information was received in a letter of April 6, sent by E. L. Ruch to the Washington office:

"Of the 144 cars of lettuce inspected in the Phoenix district yesterday, 91 graded U.S. No. 1; 42 cars 85%; 10 cars 80%, and 1 car less. This is by far the best quality I have ever seen in this district. Most cars show some tipburn, and we are scoring very closely on it. Any heads showing very small specks are scored against grade. Solidity is good, but some bursted stock is showing up."

In a prior letter, dated April 4, Mr. Ruch wrote as follows:-

"The Phoenix office should inspect well over 100 cars a day for the next 10 days. Twenty inspectors are working from this office, and we may reach a peak of 150 cars inspected. *** There is considerable late acreage in the Valley this year, that won't mature for two weeks, but a few days of hot weather and I am doubtful if it will head up."

7c. COACHELLA VALLEY ONION SITUATION

Tabb Onion Service report for April 5 included the following statements:

"Present estimates are that the Coachella crop will range between 800 and 1,000 cars of 540 crates or 50-pound bags each. Everything will be Federal-inspected and the U.S.No. 1's will be fancy packed, with all onions on the outside of the crates regularly placed with the root-end out, which is said to insure a full tight package, containing three or four more pounds of onions to the crate than where the regular jumble-pack is used."

INSPECTIONS FOR THE NAVY AND MARINE CROPS DURING MARCH, 1932

Symbols:- N - NAVY M - MARINE CORPS	ALL FIGURES IN THESE COLUMNS REPRESENT POUNDS									
	Fruits and Vegetables PASSED		Fruits and Vegetables REJECTED		TOTAL QUANTITY INSPECTED		"Cuts"made to comply with specifications		Items Billed Short-weight	
STATIONS	N	M	N	M	N	M	N	M	N	M
Great Lakes	144509	0	2641	0	147150	0	0	0	0	0
New York	169232	62169	9066	389	178298	62558	452	0	0	0
Norfolk	203885	0	60000	0	263885	0	0	0	0	0
Philadelphia	237607	14796	4421	0	242028	14796	226	13	0	0
San Diego	966804	60408	14521	1021	981325	61429	7431	360	0	0
San Francisco	1208916	53461	81500	2000	1290416	55461	0	0	0	0
San Pedro	539288	0	9137	0	548425	0	1527	0	0	0
Vallejo	161408	19028	5059	1348	166467	20376	146	0	0	0
Washington	18599	0	935	0	19534	0	90	0	0	0
TOTAL	3650248	209862	187280	4758	3837528	214620	9872	373	0	0
INSPECTIONS MADE FOR THE U.S. SHIPPING BOARD										
Norfolk	3660		0		3660		0		0	
New York	6670		0		6670		0		0	
TOTAL	10330		0		10330		0		0	
INSPECTIONS MADE FOR THE U.S. VETERANS' HOSPITAL										
Chicago	115005		62845		177850		0		0	
Great Lakes	66300		2790		69090		0		0	
Milwaukee	82098		8740		90838		0		0	
New York	204884		12766		217650		0		0	
Philadelphia	27353		1190		28543		0		0	
St. Louis	29276⅔		930		30906⅔		0		0	
TOTAL	525616⅔		89261		614877⅔		0		0	

The New York office also inspected the following:	Fruits	Vegetables	Rejections
Dollar S. S. Line	8433	20204	564
Munson S. S. Line	7814	15826	0
American France Line	4620	20391	575
American Diamond	3655	17443	1000
Columbian Line	1284	6774	100
TOTALS	25806	80638	2239

The Great Lakes office also inspected 7,700 dozen eggs, 6,650 lbs. butter and 381 lbs. cheese for the Navy. The San Pedro office inspected 24,150 lbs. bread, 5,313 lbs. butter and 3,397 lbs. cheese for the Navy. The Vallejo office inspected 21,690 lbs. bread and 128 lbs. rolls for the Navy. Philadelphia office also inspected and passed 2,050 lbs. fruit and vegetables, rejecting 200 lbs., for the U.S. Naval Air Station. The New York office also inspected for the U.S. Dept. Justice (Federal Jail) 10,146 lbs. vegetables.

	Total Inspections	Inspections Same Month 1931	Inspections for Carriers	Declined for Lack of Time	Total Fees
Atlanta	55	39	7	0	$ 254.82
Baltimore	72	52	1	2	284.00
Birmingham	19	-	3	0	64.50
Boston	288	246	163	1	1,249.04
Buffalo	22	37	0	0	85.49
Chicago	195	346	4	1	815.32
Cincinnati	44	57	0	3	235.72
Cleveland	36	26	2	0	184.83
Columbus	22	26	0	0	97.76
Dallas	29	-	3	0	121.25
Denver	38	34	5	0	158.93
Des Moines	15	-	0	0	70.90
Detroit	64	78	0	0	257.50
Fargo	2	-	0	0	10.00
Fort Worth	20	19	0	0	66.00
Harrisburg	9	4	0	0	36.00
Houston	23	19	0	0	95.95
Indianapolis	18	16	0	0	83.10
Jacksonville	46	91	0	0	176.50
Kansas City	71	69	11	0	291.30
Los Angeles	8	15	3	0	32.00
Memphis	38	29	31	0	166.00
Milwaukee	118	59	5	0	497.72
Minneapolis	24	48	0	0	134.87
Newark	95	63	0	0	286.60
New Haven	73	44	3	1	353.09
New Orleans	99	100	14	0	160.50
New York	796	964	210	0	2,941.17
Norfolk	12	22	3	0	50.00
Omaha	47	73	7	0	200.49
Philadelphia	162	176	2	0	491.67
Phoenix	2	-	1	0	8.00
Pittsburgh	86	83	11	0	361.42
Portland	10	18	0	0	41.50
Providence	36	27	1	0	140.89
Rochester	8	12	0	0	32.00
Sacramento	1	0	0	0	4.00
St. Louis	83	92	14	0	307.00
Salt Lake City	1	1	0	0	4.00
San Francisco	7	11	1	0	15.70
San Juan	3	-	0	0	16.00
Scranton	5	-	0	0	19.50
Seattle	4	2	0	0	14.50
Springfield	43	17	8	1	240.77
Toledo	10	23	0	0	47.72
Trenton	2	1	0	0	8.00
Tulsa	10	1	1	0	74.98
Washington	80	85	6	0	415.62
Wilkes-Barre	8	10	0	0	27.50
TOTAL	2,959	3,135	520	9	$11,832.09

(See additional data at top of next page)

8c. SPECIAL INSPECTIONS IN CLEVELAND AND BOSTON DURING MARCH

The following inspections were made during March under agreement with the Northern Ohio Food Terminal at Cleveland:

Total	1,580
Nickel Plate	1,278
B. and O.	10
Erie	9
Pennsylvania	125
Kroger's	73

The following inspections were made during March for various city institutions in Boston under a special agreement:

Passed	276,028 lbs.
Rejected	11,541 "
Cuts	10 "
Total	287,579 lbs.

At bottom of the tabulation in this D.L. of inspections for the Navy and Marine Corps, notice the new inspection work in New York City for the Federal Jail.

9c. POTATOES, APPLES AND CHERRIES IN IDAHO

L. G. Schultz, Supervising Inspector at Boise, Idaho, wrote the following letter on April 6:-

"I am leaving on Thursday morning, April 7, for a 10-days' trip over the potato shipping district of southeastern Idaho. The movement of potatoes from this district has been fairly consistent, averaging about 100 cars daily. It is generally estimated that there are between 5,000 and 6,000 cars yet to be shipped, the final figure depending upon the trend of the market. In my opinion, there are not to exceed 1,800 to 2,000 cars of No. 1's left. It is also expected that the movement will continue fairly uniformly through this month and next, unless there comes an unexpected upward trend in the market. By June first, however, there will be very few potatoes left in the State.

"While on my recent trip to Lewiston, I made a check of the cold storage at Lewiston and found that there were approximately 40 cars of apples yet to move from that point, the majority of these being Winesaps. The stock in that section is all wrap-packed in boxes and is keeping in fine condition. There have been some recent shipments for export, both to Germany and France, but I do not imagine there will be many more apples for export, from either northern or southern Idaho. The apples in southern Idaho are cleaning up rapidly, especially those in common storage and, by April 15, it is expected that the only stock remaining will be that held in cold storage at Payette.

"I found conditions very promising for a bumper cherry crop in the Lewiston district, the set of buds being exceptionally heavy. There is, of course, the possibility of damage between now and harvest, but I am told that there has been only one spring frost sufficiently heavy to wipe out the crop, since the cherry industry started in that district. Their greatest danger is from rains at harvest time."

10c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be added to the List of Past-Due Accounts:

Jos. Meelan,	Washburn, Maine	$1.00
Sam Andrews,	Los Angeles, Calif.	1.00
W. G. Hull,	Pahokee, Fla.	1.00
W. Newcomb,	Rupert, Idaho	4.00

11c. INSPECTION AND CROP NOTES FROM LOUISIANA

Hunter S. Moles included the following information in a letter of April 6 from Baton Rouge, La.:-

"We have been running very light, so far as inspections are concerned, for the past three weeks, and shall continue on a limited basis for another week or 10 days. After that time, it looks as though the volume of strawberries would increase rapidly and that, if the market can absorb a large quantity of the Louisiana berries, shipments may not run as far behind last year's as had at first been predicted. For the past 10 days, the strawberry plants have been blooming heavily, and a rain three or four days ago has placed the plants in excellent condition.

"In the Division Letter which came in today, I noticed that Mr. Googe reports prospects for heavy bean shipments from Texas in May. In that connection, I might state that most of the acreage here was replanted and apparently will go to the markets at about the same time as the Texas shipments.

"Potatoes have never recovered from the freeze, and it now looks as though our shipments of this product will be considerably below original estimates. At first, we thought the crop would eventually recover, but the plants are weak and it looks as though there will be a large percentage of No. 2 potatoes, with a decreased volume also."

12c. SHIPPING-POINT WORK STARTING IN ARKANSAS AND OKLAHOMA

R. B. Landrum, of the Tulsa office, will supervise the shipping-point work in Oklahoma, Arkansas and Missouri this season, and he wrote the following letter from Tulsa on April 9:-

"Indications now are that there will be some inspection work in western Arkansas and eastern Oklahoma on spinach, and in southwestern Arkansas on radishes, beginning about the latter part of next week, which will necessitate the placing of three to five men in the district to handle these scattered cars.

"There are a few cars of sweet potatoes being inspected at El Dorado, Arkansas, this week by one of the Plant Board inspectors, who has been loaned to us for this work.

"A number of applications have been received for inspection of strawberries in the Van Buren-Fort Smith district, but it is too early to estimate just how heavy the work will be this season. I am now planning to go to Fort Smith and vicinity early next week, to start the few men on spinach and vegetable work and, while there, expect to secure additional information in regard to prospects for the berry inspections. After the work on spincah is started, I shall probably return to Tulsa until the berry season opens, which from present indications will be between April 25 and 30."

R. C. BUTNER,
Specialist in Inspection.

OFFICE NOTES:-

C. W. Kitchen, Assistant Chief of the Bureau, is on the program of the Atlantic States Division of the National Association of Marketing Officials, which will be in session in Washington on Tuesday, April 19. He will appear on the afternoon program to discuss the subject: "Should the Federal Shipping-Point Inspection Service be on a Uniform Basis in Each State?" It is expected that a number of the cooperative employees of this Division will come to Washington for this meeting on Tuesday. Members of the local staff also will attend.

OFFICE NOTES (CONTINUED):

O. N. Harsha, of the Regulatory Branch, was at Wenatchee, Wash., yesterday, and expected to proceed soon to Portland and San Francisco, in his investigations of cases under the P.A.C. Act. C. R. Newton, who accompanied Mr. Harsha to Spokane early in the month, has now returned to his office in Washington, D. C.

G. W. Winfrey will remain in Washington several more days, conferring with reference to the inspection or grading of canned goods. This will delay the reopening of the Louisville office until about April 25, as Mr. Winfrey will be in future charge of that office.

By the end of this week (Saturday, April 16), it is expected that E. E. Conklin, Jr., M. C. Gregory and J. H. Hoover will leave Washington and return to their respective headquarters in Chicago, Fort Worth and Atlanta.

R. G. Risser closed the Idaho Falls field station last Saturday, four days earlier than expected, and has now begun to publish onion market reports at Crystal City, Texas.

We regret the resignation of W. R. Whitacre, a cooperative employee in the Philadelphia office of the Market News Service, effective today. It is understood that Mr. Whitacre has accepted a State position in another part of Pennsylvania. He has been associated with the work in Philadelphia for several years.

J. B. Owens closes the field station at Pompano, Fla., today and will begin to issue market reports on vegetables at Belle Glade by Monday.

T. W. Ayres, Supervising Inspector in Virginia, has again moved his headquarters and should now be addressed at 211 Park Place, University, Va.

J. A. Marks, who substituted during the past two weeks for J. H. Hoover, at Atlanta, expects to leave there by Monday and proceed to Alabama, where he will supervise shipping-point inspection work for the next two or three months. He can be reached in care of the State Division of Markets, Montgomery, Alabama.

The Federal-State Shipping-Point Inspection Office which has been located in Room 308 Wholesale Terminal Bldg., Los Angeles, has been moved to Room 204 State Bldg., 217 West First St., Los Angeles. The new phone number is Madison 1271. The cooperative employees located in this office are F. C. Cadwallader and H. W. Peterson.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 16 April 22, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. WAIT A FEW DAYS BEFORE COMPLAINING OF NON-RECEIPT OF D.L.

For some unknown reason, the mail service seems to be greatly delayed during recent months. We frequently have complaints from branch offices of non-receipt of the weekly Division Letter. Almost invariably it happens that the delivery of the D.L. has merely been delayed through the mails. Copies are mailed from Washington to all employees each Saturday, and, if yours does not arrive in due time, please wait at least 3 days before asking for an extra copy from the Washington office.

In February, about 25 offices complained of non-receipt of a certain issue of the D.L., which had been mailed at the usual time from Washington. Inquiry of these offices disclosed the fact that the D.L. was merely delayed in transit, as all but one of the 25 offices advised later that the D.L. finally arrived, in some instances as much as 10 days or two weeks late.

Only about 10 copies are kept on file for emergency requests. If there is any great demand for these extra copies, our supply is soon exhausted. Therefore, please wait a few days before asking for a duplicate copy. But BE SURE THAT YOU GET A COPY OF EACH AND EVERY D.L.

2a. APRIL 1 HOLDINGS OF APPLES IN NORTHWEST

Mrs. L. B. Gerry sent the following report from Spokane in a letter dated April 12:

The cold and common-storage holdings of apples in the Northwest were as follows on April 1:

District		1927	1928	1929	1930	1931	1932	
Wenatchee:	Cold	946	1,302	1,044	1,521	1,672	2,085	cars
	Common	55	114	93	124	101	18	cars
		1,001	1,416	1,137	1,645	1,773	2,103	cars
Yakima: -	Cold	1,718	2,027	1,410	2,147	2,398	3,054	cars
Walla Walla:	Cold						74	cars
Spokane: -	Cold						21	cars
	Common						19	cars

3a. CHERRIES MOVING FROM CALIFORNIA

"An interesting item this week is the report of the first boxes of cherries being shipped from Newcastle, in Placer County, to New York City. This is five days ahead of the record of last year." - (from C. J. Hansen's radio talk, April 14)

MARKET NEWS SERVICE

1b. VERY HEAVY MOVEMENT OF MAINE POTATOES

The following letter was written last Saturday (April 16) by V. H. Nicholson, at Presque Isle:-

"Carlot shipments of Maine potatoes this week will probably amount to 1,650 or 1,700 cars, - a very heavy movement for this time of the season. (Editor's note: They actually totaled about 1,800 cars.) This movement will be over 475 cars more than were shipped during the corresponding week of last season and heavier than any week in April 1930 or 1931. On both Thursday and Friday, carlot shipments exceeded 300 cars.

"Several factors have combined to bring about this heavy movement of Maine stock. The light crop in the South has offered very little competition, and dealers have had to purchase a larger proportion of old stock in order to supply their needs. The higher prices for new stock have had a steadying effect on the market for old potatoes. Then, too, some of the Maine stock is becoming soft, and it has been necessary to move this as soon as possible.

"Maine shipments have already passed the 40,000-car mark. Some factors are estimating that shipments during May will run as high as 6,000 or 7,000 cars. While this appears a little excessive, it is quite probable that the stocks would permit a heavier movement; but it is doubtful if the market can absorb that quantity. Shipments during May, 1930, amounted to about 5,000 cars, but market conditions then were much more favorable than now."

2b. BETTER DEMAND FOR MICHIGAN POTATOES

R. E. Keller wrote as follows from Grand Rapids in a letter of April 16:- "The Michigan potato market showed a little more life during the past week. Shipping-point prices advanced slightly and the demand was much better. The demand for carlot potatoes has picked up in Detroit, 43 cars being destined there the past week, due principally to the scarcity of stock in the 'thumb district' and other nearby trucking points. In addition to this, farmers are not offering as freely as they were. Many of them have been holding rather strongly for better prices, ever since the frost damage in the South. Wagon-loads-cash-to-growers prices at Michigan loading points during the past week were 30¢-35¢ bulk per cwt. of U.S. No. 1 Russet Rurals.

"To date, 6,816 cars of potatoes have been forwarded by rail from Michigan. Normally, from a quarter to a third of the total rail movement is shipped after this date, and present conditions indicate that a like proportion of this year's crop remains to be shipped. It is now estimated that Michigan's carlot movement will total approximately 8,500 cars, with an additional movement by truck of about half this amount.

"Seed shipments are now quite heavy. A quarter to a third of the present movement, both rail and truck, consists of seed stock. Prices for certified seed remain unchanged."

3b. NORTHWESTERN ASPARAGUS DELAYED

"Asparagus movement was delayed several weeks by cool weather during the month of March. First northwestern harvesting showed rather poor quality as a result, but some excellent quality stock has been available during the past week. Kennewick, Wash., has originated nearly all the carlot movement so far."

4b. INTERESTING NOTES FROM THE NORTHWEST

T. R. Hall, of the Seattle office, included the following comments on fruits and vegetables in a review dated April 15:-

"The f.o.b. potato market at Yakima Valley points continues in an unfavorable position, growers realizing around $10 per ton plus sacks for well-graded U.S. No. 1 stock. The Coast markets are using freely of U.S. No. 2 graded Russets, which are obtainable at shipping point around $6 per ton. Shippers estimate that 350 cars of the best potatoes have been placed in cold storage at Yakima and other nearby points for the June and July trade. By some factors, it is estimated that 800 to 1,000 cars of the 1931 crop are yet in growers' hands. These figures may show wide variance in either direction, with market fluctuations encouraging or retarding further grading and loading. The potato acreage to be planted for 1932 production may be considerably under recent years' plantings, due to growers' inability to get sufficient financing for their operations. (Editor's note: The March report of growers' intentions to plant showed a 5% increase over the 1931 harvested acreage in Wash.)

"An unanticipated demand for western Washington outdoor rhubarb is resulting in considerable activity throughout the Puyallup-Sumner district. Carlot distribution is placing Washington rhubarb in markets as far east as New York and Boston, in the larger markets of the upper Mississippi Valley, and in some Rocky Mountain States. From three to five cars are rolling out daily, for which 50¢ per 20-pound crate of field-sorted rhubarb is being realized.

"After many weeks, during which it was impossible to carry on field operations on account of rains and muddy fields, conditions have turned favorable for starting various vegetables in the fields. Early indications point to greater acreages for carrots, cauliflower and celery. Green peas also may require more land. High waters last month washed out some of the fall planting, and growers are replanting that land. In the light of past experience, the yield off the spring planting will not equal that of the fall-planted crop; so growers generally are expecting a lighter volume, and picking may be late in starting.

"The Iceberg lettuce acreage may be under that of recent years, and the carlot movement, from present indications, will get under way about May 25. Limited quantities of cauliflower are reaching local markets from favorably-situated areas near Seattle. Eastern Washington asparagus is moving in carlots and by auto truck to various markets."

5b. NOTES ON WESTERN NEW YORK APPLES AND POTATOES

The following report came from A. L. Thomas, of the Rochester office, under date of April 19:-

"The demand for New York State apples has been rather slow all week. Prices held about steady. Truckers are active, and because of this activity it is hard to estimate the number of cars that will roll from the State during the remainder of the season. The most conservative estimates indicate between 700 and 900 cars yet to be moved. Quality of the apples is variable, which is usual at this time of the season. Potatoes advanced during last week and a fairly heavy movement took place. Haulings by growers have been light, due to condition of the country roads, but the roads have improved considerably the past week. Growers are receiving around 30¢ per bushel at most loading points, with an occasional point paying as high as 35¢."

6b. EARLY TEXAS ONIONS FIND AN ACTIVE MARKET

R. G. Risser wrote as follows from Crystal City, Texas, in a letter of April 17:-

"The Texas onion deal got off to a fine start this season. Short supplies of old onions, together with a moderate daily movement from Texas the first half of April, have resulted in good prices to date. U.S. Commercial grade Yellow Bermudas have been selling at $2.50-$2.75 f.o.b. cash track, as compared with $1.15-$1.20 a year ago. A few growers have completed their harvests and have reaped the full advantage of favorable market. A few shipping points are reported to be about through with their heavy movement. Weather has been free from rain and fairly favorable for curing, but cloudy mornings and humid days have retarded operations to some extent. State shipments have held below 100 cars per day, but the movement to date is 440 cars ahead of last season's record to this time. The Winter Garden section made its first 1931 carlot shipments a year ago yesterday. At the time of writing, it is nearly 150 cars ahead of last year. The Coastal Bend section reported its first shipments yesterday.

"Besides the contrasts between last season and this season in the progress of moving the crop, the strong market and the dry weather have been directly contrary to conditions prevailing a year ago. The principal extension of plantings has occurred in non-irrigated lands and, as rainfall has been short, the ultimate production and especially the late movement are more than normally dependent upon further precipitation in time for the sizing of the bulbs. The non-irrigated acreage of the State has shown a substantial increase, while the plantings in irrigated sections have been somewhat reduced. An increase of 2,000 acres in Wilson County and 2,400 acres in the Coastal Bend section more than account for the total State increase. Under the circumstances, the total production and the May movement are extremely uncertain, and much of the speculative interest is based upon the opinion that good production from late districts cannot be counted upon."

7b. TEXAS ONION PRICES AND SHIPMENTS INCREASE TOGETHER

The following report of April 16 came from A. M. McDowell, in charge of the field station at Laredo, Texas:-

"Onion prices advanced slightly in the Laredo district this week, although shipments were heavier than in the preceding week. Wire inquiry was good and demand was quite brisk. The 50-pound sacks are being used for most shipments, although the standard crate is used to some extent. Most of the movement to date has been to points in the East and Middle West. Dealers report a surprising demand from some of the smaller cities.

"The bulk of the stock from this district is of medium size, with only a small percentage undersize and very few over 3½ inches in diameter. The Commercial grade is being used almost entirely, and only an occasional car of U.S. No. 1 onions has been shipped.

"Shipments from the Laredo district from Sunday to Friday, inclusive, totaled 226 cars, bringing the season's total to 377 cars. About half the acreage has been harvested. At this time last season, the movement was just beginning, with 39 cars out of the district up to and including April 15.

"The Winter Garden district has shipped 135 cars to date, of which 26 were shipped last week and the remainder this week. Last season, the first movement from the district occurred on April 16. About 250 cars have originated in the Raymondville district to date, in comparison with 84 cars a year ago."

8b. HIGHER PRICES BEING PAID FOR RIO GRANDE VALLEY CROPS

W. D. Googe included the following information in a letter of April 17 from Brownsville, Texas:-

"Shipments of vegetables from the lower Rio Grande Valley during the past week totaled about 850 carloads, approximately a third of which were potatoes. Shipments from the Corpus Christi section totaled about 200 cars, about a third of which were cabbage. A large number of cars of mixed vegetables moved from each section, being loaded mostly with the leading commodity.

"Potatoes from the Valley showed a decidedly firmer tone, and closed at mostly $2.75 per 100-pound sack. It is estimated that more than 100 cars have been stored in Houston, Dallas, Fort Worth and Kansas City. The bulk of the crop which was made before the frost in March has been harvested, and shipments of the spring crop to date total about 700 carloads. Probably 300 cars more will be shipped during the next two weeks, these coming mostly from fields which were frosted back but have come out. The total yield from those fields is a matter of uncertainty, but growers report vines showing good growth.

"The cabbage remaining in the Valley consists largely of late fields, here and there, and cut-over fields that are yielding small and yellow stock, which is being marketed because of the attractive prices. The Corpus Christi section is suffering from dry weather and high winds. This being a dry-land section, it is now believed that the cabbage deal there is practically finished. Carrots and beets in that section are likewise in a precarious condition. Without rain, the yield from the large acreage of onions will be seriously curtailed.

"The feature of the week in the Valley has been the onion movement from the Raymondville district. Prices in general have been good. Due to the large truck business handling mixed vegetables, farmers have found prices for culls from the carload shipments of onions almost as remunerative as the graded stock. On a few days during the week, truck operators have paid direct to growers as much for field-run stock as shippers have paid for graded onions. Yellows have sold at $2.40-$2.65 and Wax at $2.60-$2.85 per crate or 50-pound sack, wire sales averaging about 25¢ higher than these prices."

9b. SALINAS-WATSONVILLE LETTUCE SITUATION

L. H. Howard, California State representative in charge of the field station at Salinas, sent the following news in a letter of April 16:-

"With Arizona lettuce shipments and quality holding up surprisingly well, despite a solid week of 90-degree temperatures, shippers in the Salinas district of California are deferring harvest as long as possible. Only such cutting as was necessary was made during the week, shippers skimming over their patches for light first-cuttings. About 40 cars will have been loaded, when the present week closes with today's shipments.

"Some growers are irrigating after first cutting; others watering mature patches before cutting. This will hold fields until Tuesday or Wednesday of next week, when a noticeable increase in shipments is expected. Normal cuttings for the coming week should total about 300 cars. Rate of increase from this district depends entirely upon Arizona shipments and the market. Buyers will be leaving Phoenix with first indications of quality deterioration, and a fairly good demand is anticipated here by the middle of the coming week.

"Quality to date has been fair, with sizes small,- mostly 5's and 6's,

(continued over)

very few 4's. Seven cars were inspected Thursday and Friday, grading as follows: 3 cars 75% U.S. No. 1; 1 car 70%; 2 cars 65%, and 1 car U.S. No. 1, the latter running 60% firm, 15% hard, for solidity. Most stock has been fairly firm, some soft, with very little firm and hard. Color and appearance are generally good. Aphis is present in practically all stock cut to date, but not to a serious degree. Infestation is most serious in the lower parts of the Valley, particularly from Chualar south, and in the Watsonville district, where damage is expected to result in loss of some acreage.

"About 65 cars of peas and 10 carrots moved during the past week. Estimated movement for next week lists 12 cars of carrots, 49 cars of peas, and 10 cars of mixed vegetables. The pea market has been low, nominally $1.10-$1.25 per hamper today, which is $1\frac{1}{2}¢$-$1\frac{3}{4}¢$ net to growers, or 3¢ grower picking. Pea shipments will increase about May 1.

"The Sacramento district started lettuce shipments in carlots on Friday. Most shippers there plan loading by the 25th of this month, with the peak expected shortly after May 1 and clean-up between May 15 and 20. Stock is generally clean, but running small. Very light yields, with 5's and 6's predominating, are anticipated. A little aphis is evident, but not serious.

"The San Luis Obispo-Santa Maria district expects to move 20-25 cars daily throughout the coming week, with the bulk of the harvest over after April 25."

10b. A FIRM MARKET FOR FLORIDA POTATOES

W. D. Hull wrote as follows from Hastings in a letter of April 18:-

"Shipments of Florida potatoes continue light, amounting to 164 cars, compared with 126 for the previous week. During the corresponding week in 1931, about 265 cars were shipped, bringing that season's total to 1,109, as against 1,458 the total to date this season.

"Demand, while rather light, was sufficient to take care of all the cars being loaded. On Wednesday, April 13, the f.o.b. price for No. 1 barrels advanced to $5.50, while the price of No. 2's remained at $2.50. On the same day, 44 cars were moved from the State, this being the heaviest daily movement in more than a week. With a limited demand and colder weather in the northern markets, there was a pronounced weakening in the tone of the local market on Thursday. However, there was no reduction in prices, and on Friday there was a much better inquiry and the market assumed a firmer tone. By Friday, the price of 100-pound sacks of U.S. No. 1 Spaulding Rose advanced a dime to $3.10, with No. 2's bringing mostly $1.25.

"In the last two weeks, the distribution of Florida potatoes has narrowed down to a few of the larger and more-important eastern seaboard cities, with a few cars going to points in western Pennsylvania and Ohio. Bliss Triumphs from Texas have largely replaced Florida stock in Detroit and Cincinnati, while Chicago has not had any Florida stock in more than two weeks. So far this season, the New England States have used very few new potatoes. At the present time, local shippers are reporting some inquiry from New England points, and it is expected that distribution will improve with the advent of warmer weather."

ARGENTINE GRAPES, totaling 5,916,000 pounds gross weight, have been received in the United States since January 1, 1932. The ninth shipment, comprising 470,000 pounds, was due to arrive in New York on April 12. That vessel also carried 90,500 pounds of onions from Argentina.

11b. HONEY REPORTERS:- ENDEAVOR TO SECURE QUOTATIONS ON SMALL CONTAINERS

When the honey market-news service was started, extracted quotations were requested only for wholesale lots of honey in 60-pound cans sold through the commercial channels of trade. This has met the needs of our honey news service pretty well until recently. During the past year or two, however, with the lessening demand for 60-pound cans in wholesale lots, more and more beekeepers have been packing their honey in 2½-pound, 5-pound and 10-pound pails and in varying sizes of glass jars, and finding a greater profit in these smaller containers.

We have been requested to furnish retail prices of honey in these small containers. While this is not practicable, it should be possible for those who report honey in the city markets to obtain occasional wholesale prices of this product packed in small pails if not in glass jars. Therefore, please ask the honey brokers and receivers whether they can furnish selling prices of small containers in wholesale lots, and add these prices, by originating States, color and size, to the regular honey reports.

12b. ADDITIONAL SUMMARIES THIS WEEK

Two additional summaries of field deals have been distributed this week from the Washington office:

"Marketing Imperial Valley Cantaloupes, 1931 Season," by A. E. Prugh and L. T. Kirby.

"Marketing Southern Alabama Potatoes, 1931 Season," by W. D. Hull.

13b. GREEN PEA AND CAULIFLOWER ACREAGES IN COLORADO BEING INCREASED

Bryce Morris included the following comments in a letter of April 16 from the Denver office:-

"Apparently, farmers in Colorado intend to increase the acreage of green peas even higher than at first anticipated. Some local estimates at present run as high as 10,000 acres, mostly in the San Luis Valley. The 1931 acreage was 6,500.

"Local estimates also indicate an increase of 15%-20% in cauliflower acreage for the State, with the chief increase in the San Luis Valley. However, a considerable freeze during the week of April 4-9 damaged some of the plants in cold frames and hot beds, so that the intended acreage may be somewhat reduced.

"The first homegrown spinach and asparagus of the season was offered in limited quantities on the Denver market this week. Canon City asparagus will be on this market quite liberally next week. Colorado spinach will probably supplant Texas stock by April 25."

14b. FLORIDA ORANGES AND GRAPEFRUIT SELLING HIGHER

The following figures came from H. F. Willson, Winter Haven, on April 19:

"Prices of both Florida oranges and grapefruit advanced during the past week. For the week ending April 16, about 343 cars of Florida grapefruit averaged $2.60 on the leading auction markets, compared with 331 cars at $2.52 for the week ending April 9. Also 391 cars of Florida oranges averaged $3.80, compared with 595 cars of California oranges at $3 per box." -

(see further news at bottom of Page 240)

15b. LOUISIANA BERRY MOVEMENT BECOMING HEAVY

The following information was included in a letter of April 19 from R. L. Sutton, of the Hammond office:-

"Loadings of strawberries became heavy at the beginning of this week. On Monday, April 18, about 100 carloads were started to market. The fruit is of good color now and the grade is generally satisfactory. Yesterday it was noted that a few soft berries were coming in, but all of the straight carload shipments graded U.S. No. 1. The loadings will probably continue active until the middle of May at least. The crop at this time would receive considerable benefit from a good rain. Many of the growers are expressing a need of rain, in order to continue having fruit of satisfactory size. The weather is becoming more like what should be expected in a southern State at this time of the year. The maximum temperature yesterday at the Experiment Station near Hammond was 84 degrees and the minimum 60 degrees.

"The movement from this territory is entirely by express, and ordinarily the only type of container used is the 24-pint crate. Last year some cars were loaded with 24-quart crates and a few of 36-pint crates, but this was done largely on account of a scarcity of the regular 24-pint crates. The usual range in the number of crates per car varies between 684 and 768. The 684-crate load is quite common. Cars loaded with this count take a 15,000-pound minimum rate, provided they are in short cars. These short cars take in a certain series of I. C. express cars. The heavier loads take a 17,000-pound minimum rate. The most desirable load in the long cars seems to be 736 crates.

"Prices on the Hammond auction have dropped to an average of about $2.10 per crate. The reports coming from northern terminals indicate a far-from-satisfactory market situation for this fruit. The demand in the markets has been decidedly backward, even in the face of comparatively light supplies. There have been several instances already this season, in which it was noted that jobbing sales on certain markets were under the f.o.b. prices for those cars. Cities as Chicago, St. Louis and Kansas City get second-morning delivery, and New York, Philadelphia and Boston usually get third-morning delivery. There is a section around Bogalusa, Louisiana that is expected to start shipping a few cars possibly sometime this week. The acreage there is said to be 200 to 300, and the carlot movement will be of small consequence. This section is located about 50 miles northeast of Hammond."

16b. FLORIDA CITRUS FRUIT IN A FAVORABLE POSITION

H. F. Willson, of the Winter Haven office, sent the following news in a letter of April 19:-

"The Florida grapefruit market continues firm, after the sharp advance during the latter part of March. The auction average for the week ending March 19 was only $2.15, while the average for the past three weeks have been approximately $2.50. The supplies of Texas grapefruit are practically cleaned up, and there is less competition from strawberries than usual at this time of the season. Shipments from April 1 to 10 averaged less than 100 cars a day. With the lighter supplies and less competition, there was a better demand, particularly from the middlewestern cities, and the market closed firm last week. The eastern auctions showed very little change, while the midwestern markets advanced from 10¢ to 45¢ over prices of the week previous. During the latter part of the week, shipments were considerably heavier, Florida alone forwarding 140 cars on Saturday, with resultant heavier holdings at Florida gateways Monday morning."

17b. CONSIDERABLE POOR-QUALITY CELERY IN SANFORD DISTRICT

The following letter of April 18 came from B. E. Surry, in charge of the field station at Sanford, Florida:-

"Probably more poor-quality celery moved out of Sanford during the past two weeks than for any other period of this season. Unsatisfactory quality, along with a fairly good movement out of the State and a slow demand in terminal markets, has caused a gradual decline in prices. Many cars out of Sanford have shown from 10% to 40% pith, or blackheart, and some blight. Quite a number of shipments have failed to grade U.S. No. 1 because 10%-50% of the stalks measured less than 18 inches in height. The prevalence of blackheart is due, at least in part, to a number of foggy mornings some two weeks ago, followed by warm weather during the day. Lack of rainfall throughout most of the season has contributed to the high percentage of pith.

"The local market was very dull last week and inquiry was light. Some shippers reported practically no demand and found difficulty in disposing of fairly-good quality stock. F.o.b. prices generally were 50¢-$1 below those of a week ago. From 6 to 10 cars of rough celery have been sold daily for storage purposes.

"The movement out of this section is expected to continue at the present rate for the balance of the month, or 250-300 cars each week. Oviedo increased loadings to as many as 20 cars a day, with a heavier movement expected for this week and next. Sanford's output should decrease considerably from now on.

"A survey of vegetable fields made by several local shipping organizations indicates plantings of 525 acres of snap and lima beans, and 109 acres of peppers at Sanford."

18b. A REPORT ON LAKE OKEECHOBEE TOMATOES AND BEANS

J. B. Owens sent the following letter from Belle Glade, Fla., under date of April 19:-

"The tomato season in the Lake Okeechobee section so far has been very much of a disappointment. A large portion of the original acreage was either killed or severely damaged by low temperatures, and the fruit from the remaining acreage was of very ordinary quality. Fields of later plantings are now being harvested, and the general quality of the fruit is improving. However, due to the fact that no stakes are used in this section, it is not expected that the quality at any time will be exceptionally good. The weather has been very dry for the past month and, while this has been very beneficial to the carrying qualities of tomatoes raised on muck lands, it has shortened the lives of the plants and cut down the yields. Shipments from this section are averaging around 20 cars a week, with little possibility of further increase. However, under favorable weather conditions, shipments will continue for about three weeks longer.

"The bean acreage is quite heavy, but the outcome of the crop is very uncertain. There has been practically no rain since most of the crop was planted, and all fields are showing effects of the drought. This dry weather is delaying the crop very much, but, should the needed rain come within the next week, there will be a heavy movement during the first two weeks of May. Monday, April 18, might well be called the opening day for the spring bean crop in this section, as four cars were shipped on that date, after a long interval of no shipments. The f.o.b. market is somewhat unsettled at this time, due to the limited quantity of offerings."

-B. C. BOREE,
Specialist in Market News.

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y.* 300 Terminal Bldg.	837	A. L. Thomas	Apples	Sept. 8	May 21
		H. S. Duncan	Potatoes	Oct. 5	May 21
PRESQUE ISLE, ME.* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 10	April 30
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus #	Oct. 15	April 9#
			Vegetables	Dec. 7	June 1
WINTER HAVEN, FLA.* DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.* 412 P.O. Bldg.	895	R. E. Keller	Potatoes	Oct. 31	May 14
SANFORD, FLA.* City Hall Bldg.	910	B. E. Surry	Celery	Jan. 11	April 30
HASTINGS, FLA.* Power & Light Bldg.	851	W. D. Hull	Potatoes	March 14	May 7
HAMMOND, LA. P. O. Bldg.	802	R. L. Sutton	Stbr.	March 21	May 21
BRADENTON, FLA.* Pier Bldg.	850	R. M. Peterson	Vegetables	April 4	May 21
LAREDO, TEXAS* Hamilton Hotel	801	A. M. McDowell	Onions	April 8	June 4
CRYSTAL CITY, TEXAS* Mo. Pac. Station	867	R. G. Risser	Onions	April 14	May 7
BELLE GLADE, FLA.* Boree's Warehouse	937	J. B. Owens	Beans	April 18	May 14
			Peppers	April 18	May 14
			Tomatoes	April 18	May 14
The following stations probably will open on dates indicated:					
CHADBOURN, N.C.*	805	J. C. Keller	Stbr.	May 5	May 21
BRAWLEY, CALIF.*	808	A. E. Prugh	Cants.	May 10	July 9
MONETT, MO.*	857	L. C. Tate	Stbr.	May 12	June 4
The following station closes on date indicated:					
PHOENIX, ARIZ.* 602 Security Bldg.	815	A. E. Prugh	Lettuce	March 22	April 23

*State cooperating #Reports discontinued

W. F. Cox in San Francisco H. E. Rutland at Ship Pond, Maine

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

INSPECTION SERVICE

1c. BE SURE TO MAKE THIS IMPORTANT CORRECTION

Please turn to your copy of the revised Part I of the Inspectors' Handbook, which was distributed last week. In Par. 148, the second item under "Proper Fees for Appeal Inspection" reads as follows:

When appeal inspection sustains original-
not more than half carload $7.50

The amount of money in this item should be changed to $5.00, in place of the $7.50. Each inspector will be expected to make this correction in his own copy of the Handbook, and no revised sheet will be issued. Please make this change AT ONCE, before you forget it.

2c. REVISED PART I OF HANDBOOK HAS FORTY PAGES

Par. 1c in last week's D.L. was in error in stating that the revised Part I of the Inspectors' Handbook has 20 pages. It actually has 20 sheets of paper or 40 mimeographed pages. Is the copy complete, which you received?

3c, NAME OF MARKET SHOULD APPEAR ON TELEGRAPHIC REPORTS OF INSPECTIONS.

In sending out wires to shippers and other interested parties, giving the results of inspections, the name of the market from which sent should be included in the heading of the telegram, together with the date. Many copies of wires are received in this office, which do not show the market from which sent, and it is impossible for these to be filed with the certificates to which they refer if we have no way of telling from which office they came.

4c. DAYLIGHT SAVING TIME ON CERTIFICATES

About this season of the year, daylight saving time goes into effect in many of the larger cities. Since railroad claim-agents and others may make inquiries as to whether the time shown on certificates of inspection is standard or daylight saving time, the letters "D.S." should be placed after the "A.M." or "P.M." by all offices in cities using daylight saving time. This will avoid confusion, should certificates come into court as evidence.

5c. DAYLIGHT SAVING TIME IN PITTSBURGH

The following letter of April 19 from the Pittsburgh office was signed by J. J. Gardner and J. K. Boyd:-

"In common with other progressive cities of the country, Pittsburgh goes on so-called daylight saving time on Sunday, April 24. As the only legal time in Pennsylvania is Eastern Standard time, we are not changing our clocks,- simply reporting to work at 8:00 A.M. and closing at 3:30 P.M., insteady of the usual hours."

6c. A CHANGE ON LIST OF PAST-DUE ACCOUNTS

The following should be taken from List of Past-Due Accounts:

W. G. Hull, Pahokee, Florida $1.00

7c. INSPECTION PROSPECTS IN ARKANSAS, OKLAHOMA AND MISSOURI

R. B. Landrum sent the following report from Tulsa on April 16:-

"We have one man inspecting radishes in carlots at Deaneyville, near Hope, Arkansas, and the prospects are for from one to two cars daily for 10 days to two weeks. I have just received the work-sheet, covering the first car loaded. The inspector states that it appears that the cars will average from 75% to 85% U. S. No. 1 quality.

"Applications for inspection, beginning April 25 to May 1, of approximately 40 carloads of spinach in Oklahoma and Arkansas, have been received. One man will be placed in Arkansas to handle the Fort Smith and Van Buren districts, and a regular inspector of the Oklahoma Markets Commission will be stationed at the loading points in this State.

"I visited a number of the strawberry fields in Arkansas. All were in full bloom, and the first setting will possibly mature about May 1. In a number of fields, there were some berries turning white which, no doubt, will call for scattered picking within a week. Growers and shippers claim that all indications point to the largest and best-quality crop produced in this section in a number of years.

"In Arkansas, applications have been received for inspection of 245 cars at six points, beginning from April 25 to May 10. In addition, one shipper at Mansfield and Abbot, who has not yet submitted formal application, stated that he wishes an inspector at each of these points, beginning April 25. It now appears that I will have to go to Van Buren to stay, either by the 25th or shortly thereafter.

"A. W. Hammond, of the Missouri Marketing Commission, gives an approximate estimate of 400 cars of strawberries to be inspected in Missouri. He states that, at most points, the freeze did no material damage to berries and that the crop at present is in fine condition."

8c. MARYLAND ANALYZES FIGURES ON SHIPPING-POINT INSPECTIONS

Maryland Department of Markets reports that, of the 911 cars of apples inspected in western Maryland last year, 95.5% met grade requirements. Of the 4.5% which failed to meet grade requirements, 25% failed primarily because of excessive amount of russet. Other interesting statistics are as follows:

52.9% showed varying degrees of off-color.
32.3% showed insect injury.
35.3% skin cuts and breaks.
25.9% bruises.
28.7% russet.
25.6% hail injury.
29.5% bitter pit.
15.9% San Jose scale.
10.5% apple blotch.
9.3% growth cracks.
4.3% apple scab.

The Department concludes, from the foregoing analysis, that "it is apparent that growers have their spraying problem reasonably well in hand, particularly with respect to disease control. Hail injury, bitter pit and growth cracks are factors not easily controlled, but judging from the figures there appears to be need for improvement in the handling of the fruit. Skin cuts, breaks and bruises can be controlled to a certain extent by the producer, if more care is used in handling the fruit."

Discussing foreign embargoes and restrictions, the Department reports that "Maryland growers and shippers were able last year to meet the restrictions placed by Great Britain upon American apples."

9c. ALL TEXAS ONIONS ARRIVING IN NEW YORK BY S. P. BOATS TO BE INSPECTED

The following information came in a letter of April 19 from W. C. Hackleman, of the New York City office:-

"The Southern Pacific Steamship Line has notified this office that they expect to have all of the Texas onions, carried by them to New York City, inspected on arrival here this season. Their first boat, carrying five cars, arrives today. They have two boats each week and the inspections will usually be on Tuesday and Friday. Last year they carried approximately 600 cars for the entire season, their heaviest shipments being around 100 cars per boat. The period last season extended from about April 24 to the middle of June. While we inspected a number of their shipments last year, we did not examine nearly all of them, and it is entirely possible that we shall need more help at the peak of this movement, especially if it conflicts with the heavy arrivals of Louisiana strawberries."

10c. FURTHER NEWS ON IDAHO POTATOES

L. G. Schultz, of the Boise office, sent the following additional report on April 16:-

"I have just returned from a 10 days' trip over southeastern Idaho, where I have been checking the potato shipments. The one point I had particularly in mind on this trip was to ascertain the reaction of the dealers to the change in the method of reporting potato sizes. I found, almost without exception, that the trade is very well pleased with the change and feels that it is a big improvement over the old general terms of 'medium to large,' etc.

"After making a careful survey and interviewing dealers all along the line, there appears to be between 4,000 and 4,500 cars left to ship. The final figure will depend entirely upon the market, as there are a large number of No. 2's left for shipment, which will not move if the price goes any lower. The price on No. 2's, as you may know, is now only 18¢-20¢ for loaded cars, which leaves the grower practically nothing except his labor. It is generally expected that the movement will continue through May and should conclude during the first 10 days of June."

- R. C. BUTNER,
Specialist in Inspection.

OFFICE NOTES:- (Continued from Page 253)

The following cooperative employees of this Division, as representatives of their respective States, attended the meetings of the Atlantic States Marketing Officials, held in the Bieber Building, Washington, on Tuesday:-Geo. E. Prince, of Columbia, S.C.; D.M. James, of Harrisburg, Pa., and W.C. Lynn, of Trenton, N.J. T.W. Ayres, Federal Supervising Inspector in Virginia, also was present, as was M. W. Baker, of the Columbus office. Mr. Lynn was on the morning program and discussed the marketing work of New Jersey, with special reference to the effect of truck movement on shipping-point inspections.

Please note that the TULSA, OKLA., office of the Inspection Service moved last Monday from the Central Bank Bldg. to Rooms 217-218 Federal Bldg. This is a new structure, which is being occupied for the first time. Please change all address lists which include the Tulsa office, R. B. Landrum, in charge.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
PORTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1347, San Juan, P. R.	Citrus Pineapples	(year around)	
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	June 1
VIRGINIA:	T. W. Ayres, 211 Park Place, University, Va.	Apples	Sept. 14	April 30
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	May 15 May 15
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Vegetables	Nov. 15	May 1
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 1
ALABAMA:	J. A. Marks, c/o State Div. of Markets, Montgomery, Ala.	Stbr. Vegetables	April 28 April 28	May 14 June 15
ARKANSAS:	R. B. Landrum, Van Buren, Ark.	Stbr. Vegetables	April 25 May 9	July 1 July 1
MISSISSIPPI:	F. S. Kinsey, Crystal Springs, Miss.	Vegetables	April 25	July 1
ARIZONA:	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Potatoes	March 15	April 30

REPORTS on North Dakota potatoes can be obtained from R. C. Hastings, State College Station, Fargo, N. Dakota.

REPORTS on Maine potatoes can be obtained from Vernon Palmer, Caribou, Me.

REGULATORY ACTIVITIES

1e. QUESTIONS OF WARRANTY INVOLVED IN A P.A.C. CASE IN PROVIDENCE

The Secretary of Agriculture has ordered M. Shore & Co., Inc., of Providence, Rhode Island, to pay to Richman & Samuels, Inc., New York City, $95.05 plus interest, as the result of a hearing held under the Perishable Agricultural Commodities Act.

This case involved a car of tomatoes which was shipped by Richman & Samuels to Providence, Rhode Island, and while on track was sold to M. Shore & Co. by the Wm. S. Gearin Brokerage Co. at 75¢ per lug delivered. M. Shore & Co. sent the car on to Boston, where they claimed that it was condemned by the Board of Health as being unfit for human consumption. Shore admitted that he inspected only five or six boxes in the car; that he had the opportunity to make a further inspection of the car if he had wished, but that he saw fit not to do so. He claimed that he did not do so because of Mr. Gearin's recommendation of the car as a good one. Gearin claimed that he made no statement as to the quality and condition, and said that Shore inspected 10 or 15 lugs throughout the car.

The case presented two questions:- First, was there an express warranty and, if so, what effect did the respondent's inspection or partial inspection have upon such express warranty? Second, was there also an implied warranty that the tomatoes were of good quality and reasonably fit for human consumption?

On the question of express warranty, the Secretary quoted a court decision which states that, if the seller assumes to assert a fact of which the buyer is ignorant, there is a warranty; but if he merely states an opinion upon a matter of which the seller has no special knowledge and on which the buyer may be expected also to have an opinion and to exercise his judgment, there is no warranty. The Secretary held that any statements that may have been made by Gearin seemed to have been mere statements of opinion, and were not wholly relied upon, because Shore made an inspection after the alleged statements had been made to him. The Secretary, therefore, felt that Shore did not rely to any material extent upon any affirmation of fact made by Gearin and that he accepted the tomatoes largely upon his own examination thereof.

Regarding the question of implied warranty, the Secretary held that, because of respondent's examination of the tomatoes and his opportunity to make a more thorough examination, there was no implied warranty that the tomatoes were of good quality and reasonably fit for the purpose for which he was buying them. The Secretary found that there was still due and owing Richman & Samuels the amount of $95.05, which sum, plus interest, M. Shore & Co. was ordered to pay.

2e. CLEVELAND FIRM AWARDED NOMINAL DAMAGES IN A P.A.C. CASE

The Secretary of Agriculture has ordered B. S. Osgood, of Orono, Maine, to pay to Sid Kyman, of Cleveland, Ohio, nominal damages in the sum of $1 as the result of a hearing held under the Perishable Agricultural Commodities Act.

This case involved a car of potatoes sold at $2.40 per 2-bushel sack, delivered. The confirmation of sale issued by D. B. Pocock at Cleveland, Ohio, called for the potatoes to be U.S. No. 1 grade. Osgood claimed that he did not tell his representatives, the American Fruit Growers, that he would ship U.S. No. 1 potatoes and that no grade was mentioned; that he simply described the car as nice potatoes.

(continued over)

Upon arrival of the car at Cleveland, it was inspected by Government inspectors and found not to grade U.S. No. 1 on account of defects in excess of the tolerance. Kyman thereupon notified Osgood's broker and asked an allowance of 25¢ per bag. Osgood refused to grant this allowance and told his broker he would turn the car over to A.C. Blair & Co., of Cleveland, for disposal. Kyman claimed he was not advised of this and knew nothing as to whether the allowance was granted or refused, until he learned that Blair had the car for resale.

Blair sold the car for a total of $802.60. Since the invoice price of the car was $808.80, it would seem that this was a very good car of potatoes, especially as lots therefrom sold for prices quoted as U.S. No. 1 for that date. Furthermore, it must be remembered that it is generally difficult to obtain a good price on resale of rejected cars.

Kyman claimed that he was damaged in the sum of $84.25, this being the difference between what the potatoes would have been worth, had they met the specifications, and the market value as actually delivered, and being the sum which the complainant was obliged to pay for a commodity to meet his requirements. The Secretary held that, if the complainant had accepted the potatoes, his measure of damages would have been the difference between their market value, had they been as warranted, and the market value of the potatoes actually accepted under the contract. But the complainant did not accept the potatoes, and there is no proof of damages based upon replacement of the shipment. He, therefore, sustained no loss of the character alleged in the complaint and can be awarded only the nominal damages which are allowed where a breach of contract is shown, although there is no proof of actual damages.

3e. COMPLAINT AGAINST A BUFFALO FIRM UNDER P.A.C. ACT DISMISSED

The Secretary of Agriculture has dismissed the complaint brought by Magee & Nixon, Inc., of Easton, Pa., against Joseph Rothenberg Co., of Buffalo, under the Perishable Agricultural Commodities Act.

This case involved a car of Iceberg lettuce purchased by Magee & Nixon as a result of a telephone conversation with the Shampanier Brokerage Co., of Scranton, Pa., at which time Magee & Nixon agreed to buy a car of such lettuce at $3.25 per crate delivered. Magee & Nixon claimed that the broker represented that this lettuce would be 100% U.S. No. 1 grade. The Shampanier Brokerage Co. secured the lettuce in question from Joseph Rothenberg, of Buffalo, and the latter claimed that he sold the car to the brokerage company at $3.15 per crate, f.o.b. Buffalo. The brokerage company, however, issued and mailed each of the parties a copy of the usual broker's memorandum of sale. This memorandum described the lettuce as Arizona No. 1 Iceberg lettuce, Camel Back Brand. Upon arrival of the lettuce at Easton, Government inspection was secured, which showed that it failed to grade U.S. No. 1, due to defects in excess of the tolerances.

Rothenberg asked that the case be dismissed,- first, on the ground that, if it were assumed that the Shampanier Brokerage Co. acted as a broker, that firm had no authority from him to warrant the quality of the lettuce; that there was no warranty that the lettuce was U.S. No. 1; that, on the contrary, the contract described the lettuce as Arizona No. 1, Camel Back Brand. Rothenberg asked for dismissal on the further ground that there was no proof of legal or proper damages shown by Magee & Nixon.

The Secretary held that the Shampanier Brokerage Co. acted as broker and negotiated the sale as such. This decision is based on the memorandum of sale, and also on Rothenberg's testimony that he told the broker that, if his customer did not want the car of lettuce, he would gladly divert it, and that he had called up the Pennsylvania Railroad to divert it but found that there was a lock on the car.

As to Magee & Nixon's contention that the brokerage company represented the lettuce to be U.S. No. 1, the Secretary held that the best evidence was a memorandum of sale which called for the delivery of Arizona No. 1 Iceberg lettuce, Camel Back Brand. For this reason the case was dismissed.

4e. SECRETARY DISMISSES A P.A.C. CASE INVOLVING BOSTON FIRM

The Secretary of Agriculture has dismissed the complaint brought by Max Loefsky, of Pittsburgh, against J. B. White & Co., of Boston, under the Perishable Agricultural Commodities Act.

Loefsky claimed that White failed to ship two cars of potatoes from Maine within the time specified in the contract; that the market in Pittsburgh dropped between the time the potatoes should have arrived there and the date of actual arrival, and that on account of such delay the complainant was damaged in the sum of $120. This amount was claimed to be the difference in the market value of the potatoes at the time of arrival and what the value would have been if they had been shipped upon the date specified, plus demurrage in the sum of $28.20.

The order for these potatoes was placed with John H. Postel, a broker at Pittsburgh. White testified that Postel telephoned the order to him at Boston; that he wired it to his Caribou, Maine, office, which confirmed it for prompt shipment. Postel issued the usual confirmation, dated December 5, providing that shipment should be made "today or tomorrow." Postel's confirmation of sale shows that the sale was made for the account of J. B. White & Co.

White contended that his connection with the transaction was that of a broker only, and evidence presented by him showed the shipper of one of these cars to have been Grover & Johnson, of Ft. Fairfield, Maine, and of the other Walter Christie, of Presque Isle, Maine; and that White was to receive a brokerage fee of $20, covering the sale of each car.

The Secretary stated that the general rule is that a broker, like other agents who contract for and in the name of a disclosed principal, cannot be held personally liable upon such a contract, if it be one which he was authorized to make. He held that the record showed that White was acting as a broker and that he had made known the identity of his principals, and therefore the Secretary dismissed the case.

5e. BARKER-MILLER COMPANY AWARDED DAMAGES ON TWO CARS OF MELONS

The Secretary of Agriculture has ordered B. Berman, of Buffalo, N. Y., to pay to the Barker-Miller Distributing Co., of Phoenix, Arizona, the sum of $556.23, as the result of a hearing held under the Perishable Agricultural Commodities Act.

A representative of Berman made an arrangement with the Barker-Miller Co., whereby a representative of the latter was to buy Honey Dew melons for Berman in California. Barker-Miller's representative was to do the buying and advise their Phoenix, Arizona, office of the car numbers. The cars were billed to

Barker-Miller at Fort Worth, Texas, and bills of lading sent to them at Phoenix. Barker-Miller paid for the melons at the time of purchase, but Berman was to pay Barker-Miller by check at Phoenix, upon being notified of arrival of the bills of lading. Five cars were purchased under this arrangement and payment was duly made on the first three. On the last two cars payment was not made upon arrival of the bills of lading. The cars were then diverted to Chicago and Berman was notified that, unless a bank guarantee was received within a reasonable time, the melons were to be sold for his account. Payment was not received and one car was resold in Rochester, N. Y., and the other in Philadelphia, Pa. The loss on the first car was $ 163.54 and on the second $347.69.

At the hearing, Berman moved the dismissal of the complaint on the ground that the nine months' limitation stated in the Act expired April 1, 1931, whereas the formal complaint was not served upon him until on or about May 8, 1931. However, within the nine months' period the Barker-Miller Co. filed with the Bureau of Agricultural Economics a general complaint, copy of which was served on Berman, in which the complainant's damages were fully detailed. In this general complaint the Barker-Miller Co. stated that the right to file a later reparation complaint within the nine months' period was reserved. The Secretary called attention to court decisions regarding complaints before the Interstate Commerce Commission, in which it was held that the filing of a complaint with the Commission within the statutory period was sufficient to keep the limitation from running, even though the complaint was not served. The Secretary held it immaterial that, in the general complaint, the right to file reparation complaint was reserved, stating that such language was nothing more than a statement of intention and that the controlling fact was that the Barker-Miller Co. did complain within the nine months'period and that Berman had been advised of such complaint.

Berman also contended that no award of damages could be made, because there was no proof of violation of the Act; because no evidence had been offered to show that Berman was a dealer, or that he had rejected the commodity or that such rejection had been without reasonable cause, or that a valid and enforceable contract for the purchase of the melons had been entered into. The Secretary held that the record fully established the fact that Berman was a dealer; that while on Barker-Miller's general complaint, which was a prepared form wherein the different violations of the Act were listed, "rejection without reasonable cause" was the particular violation checked, the statement of material facts as well as the facts pleaded in the reparation complaint alleged failure to account, and the record shows that the case was tried upon that theory.

Berman also contended that the agreement was first broken by the Barker-Miller Co. and that the latter could not take advantage of a violation created by its own wrong. The Secretary held that the breach of contract consisted in Berman's failure to pay for the melons upon being informed that the bills of lading had been received. Payment was an essential condition of the contract, and failure to pay authorized Barker-Miller Co. to exercise its right to retain possession of the property. Where the seller retains a bill of lading he may, as against a buyer who is in default, divert the car to another customer while it is in transit, under the right to take possession given by the Uniform Sales Act. With regard to Berman's claim that the agreement was not enforceable because there was no memorandum in writing signed by him, the Secretary held

that there was an acceptance of the two cars in question, rendering a signed memorandum unnecessary.

Berman's last contention was that there was no sufficient proof of damages so as to apply correctly the proper measure-of-damages rule. The Secretary held that the measure of damages is the determination of the balance due and owing the complainant on the total purchase price. Berman having defaulted in making payment in the time agreed on, the Barker-Miller Co. repossessed and justifiably sold the produce, and the amount received had been deducted from the total price to determine the amount of damages.

The Secretary therefore issued an award of damages in the sum of $511.23 plus interest, making $556.23 in all.

6e. MICHIGAN SHIPPERS AWARDED DAMAGES IN P.A.C. CASE

The Secretary of Agriculture has ordered Abdo Brothers, of Toledo, Ohio, to pay McClintick & Co., of Tustin, Mich., the sum of $450.20, as a result of a hearing under the Perishable Agricultural Commodities Act.

This case involved a car of potatoes bought at a price of $2.60 per sack delivered, which Abdo Brothers claimed were to grade U.S. No. 1. McClintick claimed that the sale was negotiated by telephone and that he was not asked regarding the grade of the potatoes; that he never confirmed or sold U.S. No. 1 potatoes, and that notice of shipment mailed by the broker was not in accordance with the facts of the sale, when it specified U.S. No. 1, One witness testified that he saw the potatoes as they were being put into the sacks; that they were loaded into the car under his supervision; that he was familiar with the U.S. grades of potatoes, and that in his opinion these potatoes were U.S. No. 1. The Federal inspection made at Toledo showed that the potatoes failed to grade U.S. No. 1 on account of defects in excess of the tolerance, but that they were packed in sacks branded "U. S. No. 1."

The Secretary held that McClintick & Co. must be bound by the broker's warranty of the potatoes as U.S. No. 1, because, by bringing a complaint against Abdo Brothers, the company thereby ratified the contract made by its agent.

The record shows that, even though the potatoes did not comply with the sales specifications, Abdo Brothers disposed of them to the best advantage in small lots over a period of two weeks. This raised the question whether the respondent rejected the potatoes as buyer and then handled the shipment on consignment. The Secretary found nothing in the record, indicating that a new contract was entered into, whereby Abdo Brothers would handle the shipment as commission merchants and that therefore the case could not be disposed of on that basis.

The question then arose: could Abdo Brothers, in the absence of a counterclaim alleging damages based upon McClintick's breach of warranty, be permitted to make payment of the actual value in lieu of the stipulated sale price? Under the Uniform Sales Act, a buyer may accept goods and set up against the seller a breach of warranty by way of recoupment in diminution or extinction of the sale price. McClintick having failed to furnish potatoes of the grade stipulated but Abdo Brothers having accepted the shipment, their damages would ordinarily be the difference between the market value, if the potatoes had been of the grade warranted, and the market value of the potatoes actually received. However, no evidence was presented as to the market price of U.S. No. 1 potatoes. The Secretary, therefore, directed that, in absence of such evidence, Abdo Brothers should be permitted to deduct from the sale price of $676 the difference

between the sale price and the amount received on resale, which was $112.60, the freight charges amounting to $109.20, and the cost of inspection amounting to $4 totaling $225.80; and that the complainant should be awarded damages in the difference between this amount and the sale price, or $450.20, and that the facts should be published.

7e. COMPLAINT AGAINST PHILADELPHIA FIRM IS DISMISSED

The Secretary of Agriculture has dismissed the complaint brought by the Manatee Fruit Company, of Tampa, Florida, against Brownstein & Lazow, of Philadelphia, as a result of a hearing held under the Perishable Agricultural Commodities Act.

The Manatee Fruit Company, through the National Fruit Distributors, Inc., offered a car of grapefruit to Brownstein & Lazow. Lazow agreed to purchase the car, and a card was typed by one of his employees showing the manifest. Brownstein & Lazow contended that this card is the only writing relating to the sale, and there is no evidence in the record showing that the card was signed by anyone. The broker made out a confirmation of sale in an attempt to secure Lazow's signature, but he refused to sign until he had had an opportunity of inspecting the grapefruit. When the car arrived, it was rejected because the boxes were not marked in accordance with Lazow's understanding of the contract. The brokerage firm is now out of business and no one connected with the firm testified at the hearing. It would seem that his action in endeavoring to secure the signature of Brownstein & Lazow to the confirmation might be taken to indicate that the broker did not believe he had authority to sign the confirmation in the name of the buyer. The Secretary held that the contract did not comply with the Statute of Frauds, either of Florida or Pennsylvania, and therefore dismissed the case.

8e. P.A.C. CASE INVOLVING ST. LOUIS AND PITTSBURGH FIRMS IS DISMISSED

The Secretary of Agriculture has dismissed the complaint brought by G. L. Goldstein Company, Inc., of St. Louis, against Sam Caplan Company, of Pittsburgh, as the result of a hearing under the Perishable Agricultural Commodities Act.

Goldstein sold Caplan a car of cabbage at a price of $1.25 per crate, f.o.b. shipping point. Upon arrival of the car at Pittsburgh, it was refused because it was not under standard refrigeration and was described as being "pretty well cooked." After being rejected, it was sold but did not bring freight charges.

The broker who negotiated the sale admitted that the car was shipped under initial ice and not standard refrigeration, and denied that the contract called for the latter. Caplan presented several witnesses, all of whom stated in substance that the cabbage should have been shipped under standard refrigeration. The broker thus claimed that the confirmation of sale conformed to the verbal contract, but Caplan claimed that it was definitely stated that the car was moving under standard refrigeration. This conflict might have been avoided if the broker had secured the buyer's signature to the confirmation of sale in the form agreed upon by the parties.

The Secretary found that Goldstein had not presented evidence sufficient to prove that the oral contract of sale was silent regarding refrigeration and that the preponderance of evidence supported Caplan's claim. The case, therefore, was dismissed. - F. G. ROBB, In Charge, Regulatory Branch.

OFFICE NOTES:

C. R. Newton, of the Regulatory Branch, went to Buffalo, N. Y., this week, to serve as witness in a Produce Agency case which was to come to trial in that city. The case, however, was postponed. Mr. Newton is remaining in Buffalo for a few days, making investigations in other cases.

J. G. Cross, of the Transportation Unit, was in Baltimore on Thursday, making investigations of transportation charges in connection with a case under the P.A.C. Act.

W. L. Evans, of the Regulatory Branch, expects to leave soon for Wilmington, Philadelphia, Newark and New York City, where he will make investigations of cases under the P.A.C. Act. T. C. Curry will accompany Mr. Evans, to secure practical training in the investigational work of the Regulatory Branch.

A. E. Prugh probably will close the Phoenix, Arizona, field station this Saturday and will then proceed to Brawley, Calif., where he will issue market reports on cantaloupes, when movement becomes active.

R. B. Landrum will make his field headquarters at Van Buren, Arkansas, while he is supervising shipping-point inspection work on strawberries and other products in that territory the next few months.

H. E. Rutland, who has been located at Brooksville, Fla., for several months, stopped in the Washington office this week, en route to Shin Pond, Maine, where he will spend the summer months, recuperating from his prolonged illness. Mr. Rutland is a member of the field force of the Market News Service. His health seems to be much improved and he hopes to be able to return to active duty by next fall.

H. V. DeMott, of the Domestic Wool Section, plans to go to Chicago on Sunday, where he will spend some time in auditing accounts in connection with an excess-profits case involving 1918 wool transactions. Mr. DeMott probably will be assisted in this work by another employee of the Department.

The name of the building in which our New York offices are now located has been officially changed from U. S. Government Warehouse to the "Federal Building (Christopher Street)." The address is 641 Washington Street, as previously announced.

F. S. Kinsey left the New York City inspection office on Tuesday and proceeded to New Orleans, where he picked up an automobile of the Inspection Service and drove to Mississippi. Mr. Kinsey will first confer with State representatives at Jackson, Miss., and will then make his headquarters at Crystal Springs, while he supervises shipping-point inspection work in that State during the next two months.

The departure of J. A. Marks from Atlanta was postponed until the coming Monday, April 25. He will now proceed to Alabama and supervise the shipping-point inspections in that State. → (SEE additional items on page 245)

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 17 April 29, 1932

FRUIT AND VEGETABLE DIVISION LETTER

(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. INSTRUCTIONS REGARDING ANNUAL LEAVE

Notice has been received from the Business Manager's office that, for the present, no annual leave should be taken in excess of what has accrued at the rate of 1½ days per month for field employees and 2½ days per month for Washington employees since January 1 to the time of taking. This applies to future applications and to employees now on leave, but not to leave which has already been taken.

2a. WATCH FOR NEWS OF INTEREST TO OUR LONDON OFFICE

In a letter of April 19 from London, F. A. Motz, Fruit Specialist of the Foreign Agricultural Service, makes some definite recommendations regarding the Division Letter. He mentions how valuable in his work is most of the material in the D.L., because it enables him to maintain a definite contact with conditions in the United States. He cites as especially important to him such letters as those from A. S. Mason and others of the field staff.

Letters Needed from Fruit-Producing Areas

Mr. Motz is particularly anxious for information from sections of the United States which produce fruit that may enter into export trade. He says:- "Comments on weather conditions, such as freezes, droughts and their effects upon crop prospects, are always of interest. Also remarks covering the keeping quality of fruits and the conditions under which they are being handled are of interest. Keeping up with crop prospects, shipments and various changes which are constantly taking place are of utmost importance to us, as we are frequently called upon to furnish certain information on these points."

In order to be of the greatest possible assistance to Mr. Motz, as well as others who are interested in these matters, the following requests are made of all employees of this Division who are located in or near fruit-producing districts, especially if the fruit may be exported:-

A.- Please write letters to your Project leader, covering essential information in your territory, as often as there are developments of interest.

B.- Send two(2) carbon copies with each letter, one copy marked for Mr. Fiske, of the Washington office, and the other marked for Mr. Motz. It is of great importance that these two carbon copies be with each letter. The original letter probably will be used in the D. L. and the copies will be sent promptly to Mr. Fiske and Mr. Motz, for their information.

→ The usual weekly letters from all field men should also be continued.

3a. STRIKE OF LONGSHOREMEN SETTLED

E. R. Biddle, of the New York office, has advised that the strike of longshoremen, which tied up the Clyde, Mallory and Morgan Line steamships, has apparently been settled. Most of the accumulated products have been moved from the docks.

4a. ARGENTINA REMOVES SEASONAL RESTRICTIONS ON IMPORTED FRESH FRUIT

A decree of the Argentine Ministry of Agriculture, dated April 8, 1932, removes the seasonal restrictions on the importation of fresh fruits, thus repealing Article 7 of the Argentine decree of March 9, 1931, which established regulations governing the importation of fresh fruit,- according to a cable, dated April 15, to the Department of Commerce from Commercial Attache Alexander V. Dye, Buenos Aires.

Article 7 established dates between which specified fresh fruit could be imported. As a result of the present decree, our shipments of fresh fruit may now arrive throughout the entire year, providing they comply with the other requirements as established by the decree of March 9, 1931, covering packing, wrapping, marking, and entry with inspection.

5a. SOME DAMAGE FROM FROST IN PACIFIC NORTHWEST

The following report of April 23 came from J. S. Dennee, Agricultural Statistician at Seattle, Wash.:-

"Frost April 20 caused damage to fruit blossoms in Yakima Valley, according to reports, but no general reduction in crops occurred. The damage to cherries and pears was scattering, but most apples were not far enough along to be hurt seriously, although there was some blossom damage. Outlook for cranberry crops is good in southwestern Washington. The crop is starting to bud now, and the large number of buds indicates a good crop, unless the berries later are damaged by frosts. Frost damage last Wednesday to cherries and peaches in Lewiston-Clarkston Valley reported light. It is thought the late spring season will prove a big benefit to Washington lettuce and pea growers of Whatcom, Skagit and San Juan counties, as it will enable these crops to reach the late markets. Most pea planting in these three counties will be done in the next few days, and lettuce planting will be started about May 1."

6a. PORTO RICAN GRAPEFRUIT CROP BELOW THAT OF LAST YEAR

The 1932-33 Porto Rican grapefruit crop is estimated to be smaller than that of last season, according to A. S. Mason, Supervising Inspector in Porto Rico. It was estimated on March 15 that there would be from 400,000 to 450,000 boxes of grapefruit to move between August 15 and November 15. This is about one half the figure for last season, but favorable weather conditions since March 15 indicate that the estimate will be too low and that the total will be considerably larger.

7a. A WORD OF COMMENDATION

The letter of April 19 from F. A. Motz, of the London office, which is mentioned on first page of this D. L., included the following remarks concerning this weekly publication:- "The Fruit and Vegetable Division Letter is one publication which I look forward to and read. *** I like the Division Letter and would be glad to see it enlarged to include more information from producing districts."

DID YOU NOTE the change in address of the Tulsa, Okla., office, as published at bottom of page 245 of last week's D.L.? -- REMEMBER that the Louisville office is again in operation at Room 303, Coleman Building. Advertise this.

MARKET NEWS SERVICE

1b. CROP PROSPECTS IN THE STATE OF UTAH

L. S. Fenn, of the Salt Lake City office, sent the following report under date of April 15:-

"Crops in Utah probably will be from 10 days to two weeks later than usual, on account of cool weather and the heavy snow in the surrounding mountains. Fruit trees are not yet in bloom in the Salt Lake Valley.

"The first local asparagus arrived on the Salt Lake City market April 13, but it will be about two weeks before receipts are heavy enough to supply local needs. At present, California and Nevada (Moapa) asparagus is supplying the market. While no carlots are shipped from this section, considerable 'grass is shipped to surrounding markets in l.c.l. quantities. A considerable acreage of asparagus is grown for canning factories. They can green 'grass' entirely in this section, and it has enjoyed a ready market.

"Old crop onions are about cleaned up, and the interest is centered on the new crop. Plantings are mostly of the Yellow Valencia type but the White Valencia type, a sport developed from the Yellow type, is increasing in importance. The plantings are heavier than they were last year, when 535 cars were shipped.

"There are still 300 to 400 cars of old potatoes in Utah available for shipment, but market conditions are such that only a few of them will move. Recently considerable demand has come for Bliss Triumphs, and carloads have been moving from several districts. Truck movement of Russets to California is heavy. The truckers haul potatoes down, and return with citrus fruits and mixed vegetables. Growers are now planting Irish Cobblers and the acreage is expected to equal last year's. About 350 cars of Cobblers moved from the Ogden and Box Elder County districts last season. Total cars shipped for the year were 1,066.

"Indications are that the apricot crop will be heavy. The trees are just commencing to bloom. Canning factories here, in past years, have taken considerable tonnage of this crop but are expected to take very few this season. Growers probably will try to market more apricots in carlots from this section than usual.

"Growers generally report that present prospects are for a heavy crop of cherries, although some damage from the drought of last season may develop. Last year only 13 cars were shipped, but a fair crop would be 50 to 60 cars.

"The peach buds are just commencing toshow pink in the Salt Lake Valley, but peaches are well set in the Dixie section. No winter damage has been reported, and prospects are for a full crop.

"Last year only three cars of apples were shipped from the entire State, and production was not sufficient to supply local demands. Growers report that there will be a heavy bloom of all varieties. With the season at least two weeks late, danger of spring frosts to apples is unlikely. A good crop of apples in Utah produces about 1,000 cars for commercial shipment."

2b. MANDARIN ORANGES BEING CANNED

The small Mandarin oranges, broken into segments after peeling and then packed in syrup, are being sold in San Francisco in 11-ounce cans, which retail in that market for only 10¢ a can.

3b. MAINE POTATO PRICES SHOW A CONSIDERABLE ADVANCE

V. H. Nicholson wrote the following letter from Presque Isle on April 23:-

"The Maine potato market has shown a stronger tone, and shipments have been over 300 cars daily so far this week. It now appears very much as if total movement for the week will approximate 1,900 to 2,000 cars, which is a very heavy movement for this time of the year.

"A fairly good demand from Monday to Thursday afternoon kept local dealers in a firm position, and prices have been rising nearly all week. On Friday, carlots were selling mostly on the basis of $1 delivered Boston, or approximately 60¢ sacked per cwt. f.o.b. Presque Isle. This is an increase of 5¢-10¢ over the prices prevailing a week ago.

"The street price has strengthened gradually, with speculative demand entering the market about the middle of the week. One grower reported that he had an offer of $1 per barrel, providing the buyer were allowed until May 15 to move the stock. The street market apparently is generally around 75¢-80¢, but there have been some sales at slightly lower prices. Deliveries by growers to the warehouses have been rather light, although the roads are open in most sections of the county.

"There are conflicting reports concerning the condition of the stock remaining on hand, but it is certain that continued warm weather will probably cause the remaining potatoes to deteriorate rapidly. The stock stored in the lower floor of warehouses is in generally good condition, but some of the bins above are showing rot. There have been some instances of stock becoming so bad that it was practically worthless, but these cases have been quite rare."

4b. BRIEF NOTES REGARDING TEXAS ONIONS

The following brief comments were received in a letter of April 20 from R. G. Risser, in charge of the Crystal City field station:-

"Prices of Texas onions have been exceptionally good, ranging $2.50-$3 per 50-pound sack f.o.b. shipping points. Tuesday's shipments (April 19) were the first of the season to exceed 100 cars in a single day. The Texas movement to date has now passed 1,000 cars, more than 500 ahead of last season's corresponding record. Under the influence of a strong market and fair harvesting weather, the movement has been progressing well. Most of the shipments are grading U.S. Commercial, around 80% U.S. No. 1's."

5b. THE ONE-HALF LETTUCE CRATE GROWING IN POPULARITY

The following letter came from A. B. Farlinger, of the Cleveland office, under date of April 22:-

"About a year ago, I reported the favorable reaction of the local trade towards the use of the small or one-half lettuce crate, which is approximately of one bushel content, for certain commodities such as beets, carrots, turnips, etc., and of the growing popularity and demand for this small type container by many local dealers and merchants.

"During the present season, at least 75% of all Texas beets and carrots received on this market have been packed in these one-half lettuce crates, running mostly three dozen bunches to the crate. Practically all Texas bunched turnips, a large percentage of parsley, and some cabbage

has also been received in these small crates.

"With the demand in many of the receiving markets for smaller containers, this one-half crate is proving quite popular and, so far as the local market is concerned, it looks as if it will displace, in the very near future, the larger containers for most vegetables.

"The local chain stores have been using these small crates this season and I understand are well pleased with them, as they are more suitable for many of their stores than larger quantities in larger crates or containers.

"It has also been noticed that the use of this style crate is extending to other sections. Several cars of Louisiana cabbage, packed in these small crates, have been received recently on this market and have met with very good demand and moved out readily. Several Louisiana shippers have also used these small crates for shallots and, no doubt, they will be used more extensively for this commodity in the future, as it is a more practical container than the sugar barrel or large type of crate."

6b. VERY FAVORABLE PRICES FOR RIO GRANDE VALLEY PRODUCTS

The following information came in a letter of April 24 from W. D. Googe, of the Brownsville office:-

"Cabbage movement from Texas during the past week continued in about the same proportions as the week previous, but reports from shippers indicate that the movement will be practically over by May 1. There are isolated fields of late cabbage, and rains may prolong the deal in the Corpus Christi section. So far, the rains have not materialized and all crops are suffering. Prices advanced during the week about $10 per ton and 50¢ per lettuce crate.

"The Valley potato crop moved freely under favorable prices. More than 900 cars of the spring crop have been shipped to date. It is estimated that around 300 cars remain to be shipped. About two-thirds of the remainder will come from fields which were frosted back in March. Prices have held steady for stock grading 1⅓-inch minimum, and have advanced about 10¢ per 100-pound sack for the U.S. No. 1 size.

"Despite the greatly increased volume of onions moving from Texas, the demand has been good and prices have declined only about 25¢ per 50-pound sack. Yellow Bermudas closed at $2.25-$2.40 f.o.b. cash-track Raymondville, as compared with 65¢-80¢ the same day a year ago.

"A considerable movement of snap beans developed during the week, all being taken by truck operators or shipped by l.c.l. express. It is expected that there will be a light carlot movement by the end of the coming week. Prices to growers have been $3.50-$4 per bushel hamper."

7b. NEW YORK POTATO PRICES ADVANCING

A. L. Thomas wrote as follows from Rochester in a letter of April 26:-

"Trading in apples has been very light during the past week, but prices held about steady. A total of 195 cars moved from the State during this period, as compared with 254 during the previous seven days. A few f.o.b. sales of barreled Baldwins, U.S. No. 1 grade, 2½ inches up, were made at $3-$3.45, while bushel stock ranged $1.10-$1.15. Bulk of the remaining stock is west of Rochester. Truckers are active. (continued over)

"Potato prices advanced during the week. The 100-pound sacks of U.S. No. 1 Round Whites sold yesterday around 85¢. Following advances at other shipping points, shippers are inclined to hold for higher prices. Growers are receiving mostly around 35¢ per bushel. Movement from parts of the State outside of Long Island is approximately 850 cars more than shipments during the entire season last year."

8b. FLORIDA CELERY OUTPUT EXCEEDING EXPECTATIONS

B. E. Surry wrote as follows from Sanford in a letter of April 25:-

"Contrary to earlier expectations, the heaviest weekly movement of celery out of Florida occurred last week with 560 cars, although the Sanford-Oviedo section loaded about 100 cars less than the peak week of February 7-13. Probably the largest single day's shipment from Florida was last Thursday, April 21, with a total of 134 cars. Warm weather and fairly-good yields have brought about a greater supply of celery than was thought possible. Shippers' ideas of the size of the crop are still climbing, with latest estimates between 7,500 and 8,000 cars, compared with 7,000 two weeks ago and February estimates ranging 5,500-6,500 cars. The crop for the State as a whole should total very little less than in 1931, although much depends on weather conditions and the extent of damage from black-heart. Total movement for the State now amounts to 6,250 cars, and shippers believe that there are 1,500 remaining. It is expected that Sanford's crop will fall short of last year's volume by at least 1,500 cars, in spite of a slight increase in acreage.

"Oviedo has averaged 700 to 800 crates per acre for the spring crop, compared with Sanford's general average of around 350 crates for the season. Oviedo's yield may be lowered, however, by the appearance of black-heart in many fields. One five-acre field is reported to have yielded 14 carloads, or about 990 crates to the acre. Along with better yields, sizes are averaging larger, with many cars of straight 3's and 4's and some 2½-dozens being loaded. Most of the best large sizes are being shipped in the rough and sold for storage purposes, there being very little demand for individually-washed large sizes. Distribution improved slightly last week, with more cars destined to the South and Middlewest. But, with California now commencing its spring harvest, this demand is expected to gradually decrease.

"Unfavorable features locally include a declining market due to heavier shipments; a wide range in quality, with probably a majority of stock only fair to ordinary, and a majority of the cars being rolled unsold or consigned to large markets. Black-heart has developed in many fields over night, and growers have pushed harvesting as much as possible. Although there was a slight improvement at the beginning of the week, demand and inquiry were generally slower than for the previous seven-day period. Sales of individually-washed stock were limited to a few offerings of fair to good quality."

8½b. SOME CELERY SHIPPED FROM LAKE OKEECHOBEE SECTION

In a letter of April 26, J. B. Owens wrote from Belle Glade, Florida, as follows:- "A few carlot shipments of celery are now going out, and it is estimated that around 50 more cars will be shipped this season."

9b. FLORIDA POTATO PRICES ADVANCE RAPIDLY TO A HIGH LEVEL

W. D. Hull sent the following information from Hastings in a letter of April 25:-

"The Florida potato market made a considerable advance during the past week, under the combined influence of three favorable factors:- very light movement, improved demand, and wider distribution. After closing on Saturday, April 16, at $5.50 per barrel of U.S. No. 1 Spaulding Rose, the price advanced on Tuesday to $6. This advance had a tendency to reduce the already limited offerings, as some growers, who were commencing to dig, decided to hold off for a few days in hopes of a further advance in prices. Their hopes soon materialized, for on Wednesday the f.o.b. market reached $6.50 per barrel or $3.75 per 100-pound sack. Demand for No. 2 stock continued very slow, with only an occasional sale reported.

"On Tuesday night and Wednesday forenoon there was a light rain, which did a vast amount of good to all the fields in this vicinity that had not reached maturity. It was said that the fields in the Elkton section benefited most, as they were the last to be planted and had not only suffered from lack of moisture all spring but were the most severely damaged by the frost earlier in the season. As a result of the rains, digging was practically suspended for a day and a half, but the local f.o.b. market showed no signs of reacting until Saturday, when the price made another advance to $7 per barrel for No. 1's and $3 for No. 2's, with 100-pound sacks bringing $4. (Editor's note:- The price has since advanced further.)

"If the present prices prevail for any length of time, many of the growers, who had been facing almost certain financial failure on this year's crop, will at least break even or perhaps make a little money. Yields are ranging from almost nothing to 40 barrels per acre, with the average around 20 to 30 barrels for the entire section, so far this season. From 35% to 40% are No. 2 grade.

"Shipments for the past week amounted to only 98 cars, while for the same week in 1931 about 780 cars were shipped from Florida."

10b. TEXAS ONION PRICES DECLINE UNDER HEAVY SHIPMENTS

Below are excerpts from a letter of April 23, written by A. M. McDowell, at Laredo:-

"The heavy onion shipments from Texas, averaging about 150 cars daily during the past four days, have weakened the market and brought about a much lighter wire inquiry and track demand. F.o.b. prices have declined approximately 50¢ per 50-pound sack in two days' time.

"The Laredo season will be practically over by the last of next week. About 300 cars moved out this week, bringing the total to slightly over 700 cars. Dealers who predicted 750 cars for the district have revised their estimates upward to around 850 cars, with a possibility that, by the time the final count is made, the total may be a little greater.

"Shipments from the Coastal Bend district began this week but, as most of the stock is still immature, it will probably be several days before the volume increases much. Eagle Pass section should begin the coming week."

ACREAGE of cucumbers for pickles may be reduced 42% below last year's planted acreage; cabbage for kraut may show a reduction of 12%, and tomatoes for manufacture a reduction of about 8%.

11b. CROP NOTES FROM MANATEE-SARASOTA DISTRICT OF FLORIDA

R. M. Peterson, of the Bradenton office, reported as follows in a letter of April 27:-

"The Manatee tomatoes continue to move at a fairly uniform rate, with a longer shipping season than usual. About 115 cars moved last week, 39 less than the previous week, and around 100 cars are expected this week, with 75 or possibly 100 next week. The movement thereafter will be very light, but it is difficult to determine when the shipping season will end, as the fields are irregular, with some through bearing and others just ready to harvest. The quality is also irregular, some of the better staked fields producing unusually fine stock and others running quite poor to ordinary. The pack is running heavily to small sizes, which are not in as good demand as the 6x6 and larger. The shipping-point market was slow and weak the first half of last week but has shown considerable strength since then, with lug boxes selling at $2.75-$3 for U.S. No. 1 stock, 6x6 and larger. These prices do not seem justified by most of the jobbing prices on originals, but a large portion of these better tomatoes is being bought by repackers.

"The movement of Manatee-Sarasota celery was heavy last week, with around 250 cars moved. Output is expected to be about 175 cars this week and shippers estimate 150 to 175 cars during the first week in May. The quality remains unchanged. Most stock is not quite good enough to grade U.S. No. 1 and is being packed under second label and quoted by us as fair quality. Prices continued downward throughout last week, with generally slow demand, particularly for the large sizes. Best sizes are now bringing $1.75 per crate and many shipments are rolled unsold.

"Ten cars of peppers moved from Manatee last week and shipments are not expected to increase appreciably until after May 10. The shipping-point market was somewhat weaker, with best stock bringing $3-$3.25 per 1½-bushel crate. Only six cars of eggplant were shipped and the movement will probably continue light until the middle of May. Quality is only fair, and the demand has been very draggy at approximately $1 per 1½-bushel crate. The shipping season of both peppers and eggplant will extend until the early part of June."

12b. LOUISIANA BERRY SHIPMENTS AT PEAK

R. L. Sutton wrote in part as follows, in a letter of April 26 from the Hammond field station:-

"Market conditions prevalent in the moving of the Louisiana strawberry tonnage have been unsatisfactory. The shipments are heavy, prices low, and carrying quality of the fruit subject to complaint. Early morning fogs, followed by intense sunshine, affect the fruit so that, even though it is apparently satisfactory at the time of loading, the condition declines quickly after the cars start rolling. There has been no complaint as to quality, the principal drawback being the soft condition when the crates were opened, ready for sale in the terminals.

"The condition of the strawberries yesterday was better, and it is believed that the stock will show less deterioration in transit than many of the cars shipped last week. Yesterday morning a good shower occurred throughout the district, with the rainfall equaling eight-tenths of an inch. This was beneficial to the crop, since the fields were beginning to show the need of water. (continued on next page)

"Last night the number of cars offered at auction was the largest of the season, there being 149 cars at auction and approximately 160 from the State. The demand was slow and the market weaker. Auction sales ranged $1-$1.55, the average being $1.27½ per 24-pint crate. About 89 cars were 'passed.' The precooled cars were favored by the buyers and sold at a distinct premium over others. The precooling costs the buyer $25 per car. On one auction there were 90 cars offered, 45 of which were sold and 45 'passed.' The precooled cars on this auction sold at $1.40-$1.55, while the others ranged $1-$1.27½. On the second auction 59 cars were offered, but only the precooled cars, 16 in number, were sold. These ranged $1.37½-$1.55. It is understood this morning that most of the rollers from yesterday have been cleaned up at private sale.

"If the growers continue picking and other States do not become too active before next week, peak shipments from Louisiana may be reached next Monday, May 2. It is possible, however, that the outturn of yesterday will not be exceeded this season. The movement from Louisiana this season to date has amounted to almost 1,100 cars, as compared with about 1,800 to this time last season. Some of the factors are now of the opinion that the total shipments this season will not exceed 3,000 cars. Naturally, this can be only a matter of speculation, since weather conditions, the price situation and competition from other sections will affect the total quantity shipped."

13b. CROP NEWS FROM BELLE GLADE, FLORIDA

A letter of April 26 from J. B. Owens, in charge of the office at Belle Glade, included the following information:-

"The spring bean crop in this section has been very much retarded by the dry weather, which lasted from the time of planting until Monday, April 18. Frequent showers fell over the district on the 19th and 20th and came just in time to save the crop from being a total loss. Fires in the saw-grass around the edge of the farming district had filled the atmosphere with so much smoke, that it caused the young bean plants to shed their blooms. Growers noticed that the blooms were falling and attributed it to an attack of thrips, but when the rains came and cleared the atmosphere the shedding stopped, and now the entire blame falls on the dry weather and smoke. This shedding of fruit has reduced the yield for the entire district about 25%. The loss, so far, is confined principally to the earliest plantings, and it is not expected that shipments from this section will exceed 15 cars a day before May 5. For about 10 days after this date, the movement will be fairly heavy.

"Quality of the first forwardings has been very ordinary, but present shipments are showing much improvement and the average should be generally good after this week. There has been a wide range in f.o.b. prices, with most Bountifuls selling at $3-$4 a hamper, and a few good quality as high as $5. Pickings of other varieties, such as Round Stringless, Red and Black Valentines, and Refugees have been very light. A few lots of Lima beans are still coming in, but the quality is only ordinary.

"The quality of the tomato crop is much improved and shipments will show a slight increase during the next two weeks, but I doubt if they will at any time exceed 40 cars a week. The demand for tomatoes has shown some improvement, and prices have advanced 25¢-50¢ a lug over those of last week."

B. C. BOREE,
Specialist in Market News

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N. Y.* 300 Terminal Bldg.	837	A. L. Thomas	Apples	Sept. 8	May 21
		H. S. Duncan	Potatoes	Oct. 5	May 21
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus #	Oct. 15	April 9 #
			Vegetables	Dec. 7	June 1
WINTER HAVEN, FLA.* DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.* 412 P. O. Bldg.	895	R. E. Keller	Potatoes	Oct. 31	May 14
HASTINGS, FLA.* Power & Light Bldg.	851	W. D. Hull	Potatoes	March 14	May 14
HAMMOND, LA. P. O. Bldg.	802	R. L. Sutton	Strawberries	March 21	May 21
BRADENTON, FLA.* Pier Bldg.	850	R. M. Peterson	Vegetables	April 4	May 21
CRYSTAL CITY, TEXAS* Mo. Pac. Station	867	R. G. Risser	Onions	April 14	May 7
BELLE GLADE, FLA.* Boree's Warehouse	937	J. B. Owens	Beans	April 18	May 14
			Peppers	April 18	May 14
			Tomatoes	April 18	May 14
CORPUS CHRISTI, TEXAS	801	A. M. McDowell	Onions	May 6	June 4
CRYSTAL SPRINGS, MISS.	809	B. E. Surry	Vegetables	May 5	July 1
The following stations probably will open on dates indicated:					
CHADBOURN, N.C.*	805	J. C. Keller	Strawberries	May 5	May 21
BRAWLEY, CALIF.*	808	A. E. Prugh	Cantaloupes	May 10	July 9
MONETT , MO.*	857	R. G. Risser	Strawberries	May 12	June 4
MOBILE, ALA.*	924	W. D. Hull	Potatoes	May 20	June 18
The following stations close on dates indicated:					
PRESQUE ISLE, ME.* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 10	April 30
SANFORD, FLA.* City Hall Bldg.	910	B. E. Surry	Celery	Jan. 11	April 29
LAREDO, TEXAS* Hamilton Hotel	801	A. M. McDowell	Onions	April 8	May 5

*State cooperating # Reports discontinued

V. H. Nicholson in the Washington office.
W. F. Cox in San Francisco. H. E. Rutland at Shin Pond, Maine.
FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

INSPECTION SERVICE

1c. SHIPPING-POINT SUPERVISORS MUST INSIST UPON LICENSEES FOLLOWING INSTRUCTIONS

Some shipping-point certificates recently have been noted, on which the following statements appeared: "About 2% decay." "About 8% freezing injury." "About 6% other defects." Such certificates have been presented as evidence in connection with settlement of complaints under the Perishable Agricultural Commodities Act and have been severely criticised by attorneys and others, on account of their indefiniteness.

The use of the word "about" on inspection certificates has never been approved and must be discontinued. The word "approximately" may be used under certain conditions, as outlined in the Shipping-Point Inspection Handbook (see Par. 147). In most cases, especially when the range is narrow, exact percentages should be reported (see Par. 146). Certificates are being more carefully scrutinized than ever before and must be properly written. Clear and correct language must be used in order to convey the right meaning.

2c. THINGS FOR INSPECTORS TO REMEMBER

1. In order to certify quality and condition, first of all careful and thorough inspections are required.

2. Always give correct car number, initials, name and address of interested parties.

3. Correct spelling and proper punctuation are very necessary in order that the certificate will not be misinterpreted.

4. Complete reports are desired in practically all cases. In the exceptional case, make the restriction clean cut.

5. Make clear, concise statements and in all cases be specific. State the facts in such a way that the certificate will stand the scrutiny of a court.

6. Promptness in issuing certificates is a virtue. They should be mailed not later than next day after inspection is made and copies mailed to Washington same day original is mailed.

7. Use names of diseases given in the handbooks. Names of specific diseases should be begun with capital letters, but this should not be done when descriptive phrases only are used. The specific name of a disease, when known, is preferable to a description.

8. The certificate must furnish a clear picture of quality and condition of the shipment in order to accomplish its purpose. The primary purpose is to establish a basis for settlement of disputes and, for this reason, we must maintain a strictly neutral attitude and be disinterested at all times.

9. Restrict certificates to portion of load inspected, when part of stock is inaccessible on account of heavy load.

10. Read certificates over very carefully after they are typed and check each item before they are signed. You cannot blame the stenographer for a typographical error that appears over your signature.

- ARE YOU RECEIVING YOUR DIVISION LETTER REGULARLY EACH WEEK? -

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1347, San Juan, P. R.	Citrus Pineapples	(year round)	
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	May 31
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	May 14 May 14
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Vegetables	Nov. 15	May 14
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 14
ALABAMA:	J. A. Marks, c/o State Div. of Markets, Montgomery, Ala.	Stbr. Vegetables	April 28 April 28	May 14 June 15
ARKANSAS:	R. B. Landrum, Van Buren, Ark.	Stbr. Vegetables	April 25 May 9	July 1 July 1
MISSISSIPPI:	F. S. Kinsey, Crystal Springs, Miss.	Vegetables	April 25	July 1
TENNESSEE:	T. W. Ayres, Humboldt, Tenn.	Stbr.	May 2	May 21

REPORTS on North Dakota potatoes can be obtained from R. C. Hastings, State College Station, Fargo, N. Dakota.

REPORTS on Maine potatoes can be obtained from Vernon Palmer, Caribou, Me.

3c. RECENT SPEECHES REGARDING INSPECTION WORK

Several persons in attendance at meetings of the Atlantic States Division of the National Association of Marketing Officials, Washington, April 19, spoke on various phases of the inspection service. Their remarks, as reported in the April 20 issue of "State and Federal Marketing Activities," were as follows:

Carlot Inspections Decreasing

Several speakers who discussed the effect of motor truck movement on shipping-point inspection of fruits and vegetables declared that carlot inspections are decreasing, with no corresponding increase in inspections of motor-truck loads except in the case of export loads, for which inspection certificates are required.

W. T. Derickson, of the Delaware Bureau of Markets, said that the increased volume of truck movement has increased the cost of shipping-point inspection through reduced volume of inspections on carlots. W. C. Lynn, of the New Jersey Bureau of Markets, said that carlot shipments in that State have decreased nearly 50% during the last five years, but he said that the inspection work has increased considerably at the fruit and vegetable auction markets. He cited an increasing volume of inspections of truck loads of apples and pears for export, and compared rail transportation rates with trucking rates from various New Jersey points to Manhattan piers. Rail rates were cheaper in nearly all cases, but Mr. Lynn said that maximum trucking rates were used in this calculation and explained that the truck rates were variable, with the result that shippers usually could arrange to get cheaper transportation by truck than by rail. He said that, last year, approximately 21% of all New Jersey inspection certificates covered truck movement, and that the Bureau is finding such inspection work costly on account of the smaller size of truck loads, as compared with carlots, and the demand for service at all hours of the day and night.

D. M. James, of the Pennsylvania Bureau of Markets, estimated that more than 50% of all grapes move by truck out of Erie County. He said that, whereas rail shipments of Pennsylvania potatoes formerly ranged from 3,000 to 6,000 cars, the rail shipments are now between 400 and 500 cars. Inspection work on potatoes in the State has practically disappeared. Philadelphia last year received 171 carloads of Pennsylvania potatoes, whereas there were 2,024 loads by truck to that city, or more than 10 times the rail receipts. About 40% of the total Philadelphia arrivals of potatoes were truck receipts. Mr. James declared that many shippers of peaches have told him that, unless rail rates are reduced (particularly tariffs on iced carlots), in another few years all peaches within a radius of 500 miles of the markets will be hauled by motor truck. He said the Bureau does not have many calls for inspection of truck shipments of produce, and that, unless some business can be developed on such shipments, it will be necessary to raise inspection fees on carlots.

The physical difficulties and opportunities for fraud in connection with motor-truck inspections were discussed by several delegates at the meeting, and various methods of safeguarding the integrity of the inspection certificates, such as the stamping of serial numbers on boxes, baskets, and crates, and the placing of seals on bags, were proposed. H. S. Duncan, of the New York Bureau of Markets, said that a great many apples in the Hudson River Valley are being moved by truck, and that the charge for inspecting a

truck load is the same as for carlots. The barrels are stamped with the inspector's initials, so as to identify the load. On Long Island, potato inspections are made on a cost basis, and he said that the truck drivers there have been educated to the point that they will not leave the shipping stations until they receive a certificate of inspection.

R. C. Butner said that there is not the demand for inspection on truck shipments as in the case of rail movements, and that no real plan of identification of the various lots inspected on trucks has been devised as yet by the Federal Bureau. Mr. Derickson, of Delaware, however, stated there is a real demand for truck inspection in that State. S. B. Shaw, of the Maryland Department of Markets, said that at Marion all strawberries by rail or truck are inspected on the auction block, and that the rail versus truck movement is about fifty-fifty. He cited, however, a considerable falling off in inspections of peaches in Maryland markets, due primarily to the fact that truckers coming from outside the State are buying fruit "as is" and selling on the Maryland markets for whatever price may be obtained. It was brought out that Birmingham, Alabama, is endeavoring to solve the "outside trucker" problem by requiring anyone who sells products on the Birmingham market to pay a license fee of $75.

Uniform Shipping-Point Inspection

C. W. Kitchen, Assistant Chief of the Bureau, stated that there are cooperative agreements between this Bureau and 44 States, covering inspection services on fruits and vegetables; that when shipping-point inspection was begun in 1923 there were 72,000 cars inspected, whereas last year inspections covered 311,000 cars. The service is voluntary, and is probably the most effective way we have of encouraging and promoting the use of standards, he said, adding that "it is a valuable adjunct to every other marketing activity we carry on, and essential to the enforcement of the new Perishable Agricultural Commodities Act."

Mr. Kitchen said that the inspection service is justified in being supported in part by public funds, but that under present conditions this part may have to be small, and he urged that every effort be made to make the service self-supporting. He said: "I believe that our agreements with all the States should provide that no official of the State, having immediate responsibility for issuing directions to inspectors, should be given that responsibility unless he holds and continues to hold a license card. It is our opinion that the regulatory work of the States should be separated as much as possible from the voluntary and optional inspection service. We have found instances where the efficiency of the service has been affected, when it came time at the end of the season to reduce the personnel, and we think the Federal supervisor should determine in cooperation with the State official the order in which the reduction in personnel should be made, as well as being given opportunity to check on who should be licensed. We have pretty good reason to believe that, in some places, fees have been diverted to other directions. I believe our cooperative agreements should provide that the State, as in the past, should collect the fees but that no expenditures should be charged against that fund unless or until they have been approved by the Federal supervisor. I think it would be further desirable to have a uniform fee for fruit and vegetable inspections in all States. It does not seem to be very good logic to a national distributor that we should charge $5 a car for inspection in one State and $2.50 in another. It may

not be possible to make the fee the same everywhere, in view of unusual conditions such as the making of concessions in order to obtain volume, but the tendency should be to have as much of a uniform fee as we can. It could be stipulated in the cooperative agreements that there should be at least a minimum fee, or perhaps it might be better to say at the outset that there will be no change in the fees prior to consideration by Federal and State officials. We should try to make this service as nearly self-supporting as we can. If the States extend the service to the small shipping points, where the cost may be $10 or $15 a car, there is no objection, but the States should certainly pay the bill."

J. H. Meek, of the Virginia Division of Markets, stated that the inspection service in that State is being operated on the basis of reducing fees wherever possible. He said that uniform inspection fees are highly desirable, but that some States would operate at a deficit under such a plan and other States would make profits that might induce extravagances. He said that a uniform agreement could not be made applicable to conditions in all States and suggested the possibility of reducing the present numerous variety of agreements to three diffirent types, into one of which the situation of an individual State might fall. Wells A. Sherman declared that "if we are to come nearer to self-support, a larger amount must be taken out of the pocket of those who ask for the service."

4c. BRIEF NOTES FROM SOUTHERN TEXAS

H. T. Longino, Supervising Inspector in Texas, wrote in part as follows from Harlingen on April 25:-

"The Bermuda onion crop is well under way, and apparently it is going to be quite a rushing movement. The Valley and Winter Garden shippers who are going into the Gulf Coast section, where the acreage is so heavy, are contracting on the basis of the U.S. Commercial grade, and they are specifying 'U.S. Commercial, with 75% or more U.S. No. 1 quality.'

"I am invited to attend an Extension Service meeting of growers at Austin on May 5. They want a demonstration of tomato, potato, cabbage, bean, pea and sweet potato grades. Mr. Canon will be in west Texas on that date, and Mr. McDonald, the Commissioner, wants me to attend. This will be at our busy season, but I can make my plans to get there.

"It seems that the move under way to organize the citrus fruit growers in this section is going to be successful in securing the required acreage to get Government assistance. This, more than likely, will result in having about 90% of the next citrus crop under inspection." - R. C. BUTNER,
Specialist in Inspection

OFFICE NOTES:

On Monday morning of last week, E. E. Conklin, Jr., and W. H. Hall, of the Chicago staff, spoke in the club room of the South Water Market Trust to a large class in advance business and statistical research from the University of Ohio regarding the work of their respective projects. This body of students made a tour of the Chicago produce districts, accompanied by Charles W. Hauck, formerly of our Fruit and Vegetable Division, and Professor Foster, both of whom are on the University staff at Columbus, Ohio.

Robert Bier, of the Washington inspection office, went to Richmond, Va., one day recently, to handle an inspection in that market.

(OVER)

OFFICE NOTES (CONTINUED):

F. G. Robb, in charge of the Regulatory Branch, left Washington last night for an extended trip to the West. He will visit various branch offices of this Division and instruct some of our men in methods of handling complaints under the P.A.C. Act. Mr. Robb's itinerary calls for stops at San Antonio, Los Angeles, Portland, Yakima, Boise, Salt Lake City, Denver, Kansas City and Chicago. He probably will visit other points in those States. The trip may require five or six weeks' time.

J. C. Bigger, of the Philadelphia office of the Canned Fruit and Vegetable Grading Service, and E. P. Bostwick, in charge of the Chicago office, are in the field this week, conferring with canners, brokers, wholesale grocers and other interested persons regarding tentative grades for certain canned vegetables. Mr. Bostwick is traveling to Minneapolis and Madison and other points in that area. Mr. Bigger has gone to various points in Maryland, Delaware and New Jersey.

C. G. Brand, of the Philadelphia inspection office, spent the latter part of this week in Baltimore, assisting S. F. Shreve in the inspection of a large number of cars of boxed apples for export.

T. W. Ayres has completed his supervision of apple inspections in Virginia and has proceeded to Humboldt, Tenn., from which place he will supervise the shipping-point work on Tennessee strawberries and vegetables during the next two months. Tomorrow he expects to meet with a class or group of inspectors and give them special training for this work.

It is understood that E. L. Ruch, who was in charge of lettuce inspection in Arizona, has completed that service and probably returned to his headquarters in California.

The Presque Isle, Maine, field station of the Market News Service will be closed on Saturday of this week, and V. H. Nicholson, in charge, will come to the Washington office for a brief period.

B. E. Surry closes the field station at Sanford, Fla., today and will go to Crystal Springs, Miss., where he will begin to issue market reports on vegetables about Thursday, May 5.

It has been decided to close the field station at Laredo, Texas, on Thursday, May 5. A. M. McDowell, in charge, will then move his headquarters to Corpus Christi and continue the onion market reports from that point.

Onion movement from the Winter Garden district of Texas is being completed earlier than expected, and R. G. Risser, who is operating the office at Crystal City, will be available to go to Monett, Mo., for the service on strawberries, instead of making it necessary for L. C. Tate to handle the work at Monett, beginning about May 12.

Please note that our CHICAGO OFFICES ARE MOVING THIS WEEK from the Produce Exchange Bldg., to Rooms 303-308, Fruit Distributors Building, at 1421 South Solon Street. Please change the Chicago address on all lists of market-news offices and inspection offices.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 18 May 6, 1932

FRUIT AND VEGETABLE DIVISION LETTER

(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. A VALUABLE REPORT ON AMERICAN FRUITS

The Foreign Agricultural Service Division has recently issued a 65-paged mimeographed booklet entitled: "Production and Marketing Calendar of American Fruits." It was compiled by A. C. Edwards, ~~Jr.~~, of that Division, and H. P. Gould, Senior Pomologist of B.P. I. A foreward explains that "this is a compendium of condensed marketing information on the chief varieties of American fruits grown in the important fruit-producing States." The report is designated as "FS:55," and is dated April, 1932.

The fruits covered in this important booklet are as follows:-

Apples	Grapefruit	Oranges
Apricots	Grapes	Peaches
Cherries	Lemons	Pears
Dates	Olives	Plums
Figs		Prunes

Under each separate fruit, the information in the first set of tables is classified by variety, color, size, shape, use, quality, etc.

The second set of tables shows for each fruit, on the basis of varieties, the average blossoming period, average picking period, consumption period, and the storage life of the fruit.

PLEASE CAREFULLY NOTE that -

Copies of this booklet are being mailed with this D.L. to all technical employees of our Division, both in market-news offices and in the inspection offices. If additional copies are needed, they can be obtained directly from the Foreign Agricultural Service Division of this Bureau.

IF you observe any material errors in the booklet or the omission of any important data, kindly call such matters to the attention of the author, A. C. Edwards, ~~Jr.~~, in Washington.

2a. CANNED GRAPEFRUIT GRADING SERVICE TO BE INAUGURATED IN FLORIDA

Grading service on canned grapefruit and canned tomatoes will soon be started at Jacksonville, Florida, as the result of the recent visit of Paul M. Williams to that city. Mr. Williams arranged for the local Chamber of Commerce to furnish free laboratory space in one of its rooms on the mezzanine floor.

The principal commodity which will be graded is canned grapefruit, tentative grades for which have already been developed. The office is being set up at Jacksonville, to which canners of grapefruit throughout the State will send samples. R. H. von Glahn will have charge of the work. For next season, it is planned that the fresh fruit inspectors who cover the State thoroughly during the shipping season will serve as licensed samplers, forwarding official samples to Jacksonville for grading. Grading service on canned grapefruit is already being afforded growers in Porto Rico through A. S. Mason, in charge of the work at San Juan.

MARKET NEWS SERVICE

1b. HEAVY RAINFALL IN SOUTHERN TEXAS

The following report of May 1 came from W. D. Googe, in charge of the Brownsville field station:-

"The lower Rio Grande Valley vegetable shipments during the past week were about half the total number of cars forwarded the previous week. A 6-inch rain fell at Brownsville on Wednesday morning and stopped the harvesting of all crops in the lower end of the Valley. The rainfall was not so heavy in the upper end, but the weather was rainy and on Friday the other sections of the Valley received a thorough drenching. On that day, the Corpus Christi district, Yoakum and other vegetable-growing regions farther up the State received from 1 to 10 inches. While some loss has been sustained as a result of damage to crops in low lands which were flooded, the State in general was very dry and crops have been greatly benefited. It was one of those 'million dollar rains' we read about in Texas newspapers. Saturday and Sunday have been mostly fair, with gentle breezes favorable to drying out wet places.

"Prices of Valley vegetables have changed but little, except for onions which declined with the increasing volume from the State. Beets closed firm. Carrots were steady, and cabbage sold at slightly higher prices for best quality stock. A few cars of snap beans would have been shipped the latter part of the week, had it not been for the rain. A light l.c.l. and truck movement has been reported, prices to growers ranging $3-$4 per bushel hamper, according to quality.

"The demand for new potatoes has exceeded the supply, and prices have advanced from around $2.75 a week ago to $3.50, on the basis of 100-pound sacks of U.S. No. 1 Bliss Triumphs, f.o.b. usual terms. Sales the latter part of the week were mostly from cold-storage plants, shippers paying storage charges of one month at 10 cents per cwt. The potatoes were stored during the peak of the movement two or three weeks ago, with the storage-in-transit privilege. The bulk of the storage stock is located in Fort Worth, and considerable quantities in Houston, San Antonio, Dallas, Tulsa, Kansas City and St. Louis. While I have not been able to get an accurate check on the number of cars stored, some have estimated that it is between 150 and 200 cars."

2b. NORTHWESTERN VEGETABLES DELAYED

The following comments on vegetables appeared in a northwestern review, published by T. R. Hall, of the Seattle office, on April 28:-

"The shipping season for rhubarb out of western Washington districts is automatically being brought to a close by declining eastern markets. Prices for Washington rhubarb on the Chicago market declined from a range of $2.25-$2.50 per 40-pound box to around $2 during the last week of April. Nearly 100 cars of outdoor-grown rhubarb, exclusive of liberal l.c.l. and truck shipments, left the Sumner-Puyallup district during the 1932 season, which is nearly twice as many as were shipped in 1931.

"The season for many other vegetables throughout the Northwest is a backward one. Green peas and Iceberg lettuce are making satisfactory progress,

but, from present indications, any commercial movement will be late in getting under way. Some early patches of lettuce may be ready for first cutting by May 25, but green peas will not be ready before mid-June. Cauliflower is a scarce item, and the second crop from local gardens will not be available for at least three weeks. Local hothouse tomatoes are just appearing in Seattle,- nearly a month later than usual.

"Asparagus is moving from all northwestern shipping districts, and supplies on nearby markets are liberal. Some damage was done from local frosts in the vicinity of Sunnyside last week, but the few days' delay merely afforded an opportunity for Kennewick to ship a little more freely toward Coast markets. About three or four cars daily are moving from lower Yakima Valley points into eastern markets. The jobbing market for Kennewick asparagus in 12-pound pyramid crates on Thursday at Chicago held around $1.15. About 67 cars were shipped from Washington in 1931 and, from current indications, the output this season will equal or slightly exceed last year's carlot movement."

3b. INTERESTING NEWS ON NORTHWESTERN POTATOES

J. D. Hamilton, of the Portland office, included the following information in a northwestern review, dated April 25:-

"Potato loadings show but minor variation from recent weeks. With Idaho's storage stocks estimated in the neighborhood of 4,500 cars, ample supplies are available. Spring digging of last year's potato production in western Oregon is about terminated, with nearly 100 carloads salvaged from the ground, where they lay all winter. Seed movement from Oregon and southwestern Washington to California was of some importance last week. Unofficial advices indicate that there may be considerable curtailment in potato acreage in California, Washington and Idaho. Growers are seeking other cropping possibilities for their potato lands, in view of present indications of another low-price season, as pointed out by the Northwestern Potato Committee. This change to other crops is more noticeable in Yakima Valley and southern Idaho than in Oregon. Yakima's storage holdings have been so reduced by liberal loadings, and by heavy shrinkage, wastage, and stock feeding, that a good June outlet for cold-storage potatoes is believed possible."

4b. ANOTHER SUMMARY DISTRIBUTED

"Marketing Louisiana Potatoes, 1931 Season," by J. W. Coleman is a new summary distributed this week. This is the first time that a summary has ever been prepared on the marketing of potatoes in Louisiana. Mr. Coleman is the market-news representative in the New Orleans office.

5b. LATE FROSTS REPORTED IN COLORADO

Bryce Morris, of the Denver office, wrote as follows in a letter of April 30:-

"Colorado potato movement for the 1931-32 season is rapidly approaching a close. Dealers and shippers in northern Colorado particularly report rapid deterioration at this time. Potatoes that two weeks ago showed firm and good condition are now quite spongy. Practically no cars will be shipped

from the northern part of the State after the middle of May. Northern Colorado has now shipped 2,580 cars, the San Luis Valley 1,925, Carbondale 890, Montrose 1,265 and other districts 400 cars. Dealers in northern Colorado were paying 30¢ per cwt. for best Rurals today. Carlot usual-terms sales were made at 45¢-47¢ per cwt.

"Cool weather, with frosts in many sections, has prevailed over most of the State the past week. Enough moisture has fallen in all sections to put the ground in good condition for seeding or to germinate seeds already planted. No harm has been done as yet to the main peach crop in the Grand Valley, but the North Fork section reported a temperature of 24 degrees Thursday morning. Another 10 days will put Colorado peaches out of all danger from frosts."

6b. A SLOW DEMAND FOR WESTERN NEW YORK APPLES

A. L. Thomas wrote as follows from Rochester in a letter of May 3:-

"A total of 170 cars of apples moved from New York State last week, destined principally to northeastern markets. The demand has been rather slow, due largely to variable condition of the fruit. Many terminal buyers are taking stock on consignment, rather than purchasing on an f.o.b. basis. Scald in some degree is showing up in nearly all cars, and this is causing some discount from the purchasing price on arrival in the terminal markets. Truckers continue to be active, especially to Ohio and Pennsylvania points. The apple movement from New York State to date has filled 8,613 cars, or only a little over half the total for the corresponding period last season.

"Potatoes advanced somewhat during the week, but yesterday showed a slightly downward tendency. Prices to growers advanced to 40¢ per bushel at some points. Stocks are fairly well cleaned up in most sections, and it is doubtful if the movement will exceed 20 cars daily for the next few weeks."

7b. BEAN MOVEMENT ACTIVE IN LAKE OKEECHOBEE DISTRICT

The following information came from J. B. Owens, at Belle Glade, Florida, in a letter of May 3:-

"Bean shipments from this section are increasing rapidly and it is expected that the peak movement will be reached next week. A heavy rain fell Sunday afternoon, and this should insure a large crop. At present the quality is quite variable, but there should be some excellent quality from now on. There is little activity on the f.o.b. market. Very few buyers are on the ground, and prices have declined daily.

"Tomato shipments are still light and will continue light for the remainer of the season. The quality is only fair, with most stock showing a tendency toward puffiness. The f.o.b. market has been about steady during the week, with the cash-track price on 6x6's and larger ranging $2-$2.35. The outlook for the tomato deal is very good, providing the quality holds up."

"AVERAGE AMERICAN FAMILIES, according to one of the leading chain stores, spend for food between $600 and $800 a year. Last year's purchases of this one large company of chain stores exceeded $847,000,000. During 1931, this chain did a business of $1,008,000,000, or considerably more than U.S. Steel.

8b. FLORIDA GRAPEFRUIT PRICES ADVANCE FURTHER

The following letter came from H. F. Willson, at Winter Haven, under date of May 3:-

"The 1931-32 Florida citrus season will be finished at least two weeks earlier than a year ago. Estimates of the number of cars of oranges to be shipped after May 1 range mostly from 2,100 to 2,500, and grapefruit from 1,000 to 1,500 cars. These figures include the proper proportion of mixed cars. The maximum estimates are probably the most representative and, basing an opinion according to previous estimates throughout this season (when the shipments have been regularly underestimated), it is not at all improbable that the shipments for the remainder of the season will exceed the higher estimates by a small margin. Through May 1 the total shipments of Florida oranges, grapefruit, tangerines and mixed citrus totaled 45,670 cars. Assuming that the total shipments will be around 50,000, the carlot movement for 1931-32 will be approximately two-thirds that of the preceding season, when 74,708 cars of Florida citrus were shipped.

"The grapefruit market continues to advance, and the average for 269 cars on the leading auctions for the week ending April 30 was $3.15 per box, compared with a $2.90 average for 247 cars for the week ending the 23rd. There is a good demand for grapefruit, and the quality is holding up well. Not only are the auction and f.o.b. prices advancing, but the returns realized on export fruit have been correspondingly high. Best quality Florida grapefruit, ranging from 80's to 126's, sold at $3.18-$3.75 on the Liverpool auction March 30, while the same sizes and quality ranged $4.84-$4.94 on April 27. The London auction prices on April 27 were even higher, Florida grapefruit ranging from $5.12 to as high as $5.94 on Indian River section fruit. Exporters here are very well pleased over the prices received during the past month. Exports for the remainder of the season will be relatively light. The season is nearly finished, and the fruit is becoming too ripe to warrant heavy export shipments.

"Florida orange prices, under pressure of heavier offerings, declined slightly on the auctions. Last week 416 cars sold for an average of $3.65 per box, compared with 343 cars of Florida fruit at $3.80 for the week ending April 23. Quality of the Florida oranges is not holding up as well as the grapefruit. Some of the fruit is showing a slight withering on the surface, even though the edible portion is not showing any signs of dryness. Many are of the opinion that the heavy rains last Saturday and Sunday will prove beneficial to the remainder of the crop."

9b. ONION MOVEMENT BECOMING ACTIVE IN COASTAL BEND DISTRICT

A. M. McDowell wrote as follows from Larado, Texas, in a letter of May 1:-

"Shipping-point prices of onions continued to decline sharply early this week, but steadied toward the close. A heavy rain Friday morning, ranging from 2 to 5 inches, shut off harvesting in the Coastal Bend district, as the season there was just getting under way. About 75 cars had been shipped on Thursday, bringing the total up to 300 cars. Most of the onions in that district are grown on a heavy black soil, and it was thought that harvesting could not be resumed before Tuesday of the coming week. The fact that 60 cars were shipped from stock in sheds in the district in the two days following the rain has thrown a scare into other sections, and harvesting is

being rushed in an effort to get as much of the crop as possible moved before the heavy Coastal shipments begin. About 35 cars will move from Laredo today (Sunday), and it is understood that shipments from both the Winter Garden and Eagle Pass districts will be fairly liberal.

"There was also a heavy rain in the Laredo district Friday morning, although not as heavy as in the Coastal Bend section. Two growers reported considerable damage from hail accompanying the rain, and it is probable that about 20 carloads were lost. If prices justify, an effort probably will be made to salvage some of this stock. Harvesting was resumed today and, unless the weather interferes, the season will be practically over by Wednesday or Thursday. About 100 cars are left in the district, which will bring the total shipments to around 900 cars."

10b. UNSATISFACTORY MARKETING CONDITIONS FOR LOUISIANA BERRIES

R. L. Sutton included the following information in a letter of May 3 from Hammond, La.:-

"During the past seven days, very unsatisfactory conditions have been encountered in the distribution of Louisiana strawberry shipments. Practically all of the markets in the Central West and Northeast have had an accumulation of fruit of fair to poor condition. This situation has naturally retarded trading, weakened the markets, and caused a situation near demoralization at shipping points.

"The outturn from Louisiana so far this season has filled 1,730 cars, or 780 under the corresponding movement of last season. Unless market conditions show improvement, it is expected that the total shipments from Louisiana will fall short of 3,000 cars.

"Poor carrying quality has been the most common complaint this season. This can be attributed largely to the lowered vitality of the plants. The winter in this State was unusually warm and frequent rains occurred. This resulted in a vigorous growth of vegetation in the strawberry fields. The grass and weeds absorbed much of the plant food that the berry plants should have gotten; this served as a handicap to new plants. Then, on top of this, the repeated freezes of early March further weakened the plants. The quickness with which the fruit has deteriorated in shipment has, no doubt, been caused by an inherent weakness in the crop."

11b. ADDITIONAL SUMMARIES ISSUED

Par. 4b in this D. L. was stenciled before the following summaries came from the mimeograph room. Additional summaries are being mailed as follows:

"Marketing Northwestern Fresh Prunes, 1931 Season," by J. D. Hamilton.
"Marketing Arizona Cantaloupes, 1931 Season," by R. G. Risser.
"Marketing Colorado Lettuce, Cauliflower, Cabbage and Green Peas, 1931 Season," by Bryce Morris.
"Marketing Southeastern Watermelons, 1931 Season," by R. M. Peterson.
"Marketing North Carolina White Potatoes, 1931 Season," by H. F. Willson.
"Marketing Western New York Celery, 1931-32 Season," by R. L. Sutton and A. L. Thomas.

B. C. BOREE,
Specialist in Market News

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N. Y.* 300 Terminal Bldg.	837	A. L. Thomas	Apples	Sept. 8	May 21
		H. S. Duncan	Potatoes	Oct. 5	May 21
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus #	Oct. 15	April 9#
			Vegetables	Dec. 7	June 1
WINTER HAVEN, FLA.* DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Oct. 19	May 14
GRAND RAPIDS, MICH.* 412 P. O. Bldg.	895	R. E. Keller	Potatoes	Oct. 31	May 14
HASTINGS, FLA.* Power & Light Bldg.	851	W. D. Hull	Potatoes	March 14	May 14
HAMMOND, LA. P. O. Bldg.	802	R. L. Sutton	Strawberries	March 21	May 21
BRADENTON, FLA.* Pier Bldg.	850	R. M. Peterson	Vegetables	April 4	May 21
CRYSTAL CITY, TEXAS* Mo. Pac. Station	867	R. G. Risser	Onions	April 14	May 10
BELLE GLADE, FLA.* Boree's Warehouse	937	J. B. Owens	Beans	April 18	May 14
			Peppers	April 18	May 14
			Tomatoes	April 18	May 14
CORPUS CHRISTI, TEXAS	801	A. M. McDowell	Onions	May 6	June 4
CRYSTAL SPRINGS, MISS.	809	B. E. Surry	Vegetables	May 5	July 1
CHADBOURN, N. C.*	805	J. C. Keller	Strawberries	May 5	May 21
BRAWLEY, CALIF.*	808	A. E. Prugh	Cantaloupes	May 10	July 9
The following stations probably will open on dates indicated:					
MONETT, MO.*	857	R. G. Risser	Strawberries	May 12	June 4
MOBILE, ALA.*	924	W. D. Hull	Potatoes	May 20	June 18
POCOMOKE CITY, MD.*	878	V. H. Nicholson	Strawberries	May 23	June 18
			Potatoes	June 13	July 30
			Cucumbers	July 5	July 23
			Cantaloupes	July 25	Aug. 13

* State cooperating # Reports discontinued

V. H. Nicholson in the Washington office.

W. F. Cox in San Francisco. H. E. Rutland at Shin Pond, Maine.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

REGULATORY ACTIVITIES

1e. A CALIFORNIA FRUIT COMPANY IS AWARDED DAMAGES ON CAR OF GRAPES

The Secretary of Agriculture has ordered the Dawson Produce Company, of Oklahoma City, Okla., to pay the Nehf Fruit Company, of San Francisco, Calif., $482.34 as the result of a hearing held under the Perishable Agricultural Commodities Act.

This case related to a rolling car of grapes, sold through the McFadden Brokerage Company, of Oklahoma City, and the Frank H. Buck Company, of California, at 80¢ f.o.b. shipping point. Upon arrival at destination, a representative of the Dawson Produce Company and of the brokerage company made a joint inspection. The car was rejected on the ground that the grapes were overripe and many had loosened from the stems. The car was then forwarded to St. Louis, where it was sold at auction.

The Dawson Produce Company contended that the sales contract was unenforceable, because no note or memorandum was made and subscribed by it or its agent. McFadden testified that he acted only as the agent of the complainant but his acts, rather than his statements, must be considered in determining whose agent he was. The location of the parties and their objects and purpose made it clear that the McFadden Brokerage Company acted for the Dawson Produce Company in forwarding, after the car had been rejected, an offer to take the grapes at a reduced price. The wires exchanged, in arranging the sale, showed that McFadden asked Nehf to confirm the sale, thus indicating that he had acted on behalf of Dawson, as well as on behalf of Nehf. Furthermore, the courts have held that the Statute of Frauds may be satisfied when a memorandum is made up of several separate writings, one of which is signed by the party to be charged. Among the wires offered in evidence was one signed by the Dawson Produce Company advising Nehf's broker, the Frank H. Buck Company, that the car was rejected on account of quality. The Secretary held that this wire, together with the broker's memorandum of sale and the prior exchange of wires, constituted a sufficient note or memorandum to satisfy the requirements of the statute.

The Dawson Produce Company next claimed that the contract of sale and purchase must be considered as having been made at Oklahoma City; that title did not pass to them, because they had the right of inspection before acceptance and because the car was consigned "advise Dawson Produce Company." The Secretary found that the parties treated the transaction as an f.o.b. shipping-point sale, even though the car was in transit at the time, and stated that the general rule is that, in the absence of a definite intention, the sale of produce f.o.b. shipping-point operates to pass title in the property from the seller to the buyer, upon delivery of said property to the carrier for shipment to destination.

In American Fruit Growers vs. F. C. Spadaro & Company and in C. H. Musselman Company vs. Wm. Leishear & Son, it was held that this rule applies where a shipper consigns goods to himself, advise purchaser, and draft is forwarded attached to delivery order. Furthermore, it was held in Krashow vs. Altman that, in an f.o.b. shipping-point sale, the inspection allowed purchaser at destination is for the purpose of determining whether the produce complied with sale specifications at shipping point. An additional

circumstance, indicating that the sale should be regarded as having been made in California, is that the offers and counter-offers were finally accepted by the wire of the Frank H. Buck Company, confirming the sale. The final act, making the sale agreement complete, was thus performed in the State of California.

The Dawson Produce Company claimed that its rejection was justified, because of the condition of the grapes. But this sale was made f.o.b. shipping point, and Federal inspection made at or about the time of sale showed that the grapes complied with the terms of the contract. Dawson claimed the resale of the grapes should have been made at Oklahoma City or some market nearer than St. Louis. The Secretary felt that this objection was not well taken, finding nothing to indicate that the complainant did not act with due regard to the interest of both parties. He, therefore, held that the rejection of this car was without reasonable cause and awarded damages of $438.54, plus interest, or a total of $482.34, and ordered that the facts be published.

2e. COMPLAINT AGAINST BURT COLD STORAGE COMPANY DISMISSED

The Secretary of Agriculture has dismissed the complaint of O. H. Willson, of Lockport, N. Y., against the Burt Cold Storage, Inc., of Burt, N. Y., as a result of a hearing held under the Perishable Agricultural Commodities Act.

Willson, who is located just 10 miles south of Burt, entered into an arrangement with the Burt Cold Storage Company, whereby the latter was to supply several cars of peaches. Willson claimed that he bought these peaches from the Burt Cold Storage; the latter claimed that they bought the peaches from the growers for Willson. The particular car in question was accepted by Willson and resold, but was rejected upon arrival. Willson thereupon filed complaint against the Burt Cold Storage, Inc., alleging failure to deliver in accordance with the terms of the contract and claiming that the peaches were marked "U.S. No. 1 two-inch minimum," whereas they failed to comply with such marking. The evidence submitted was rather conflicting, but the preponderance of testimony convinced the Secretary that Willson requested the Burt Cold Storage, Inc., to label the peaches "U.S. No. 1 two-inch minimum" and that Willson saw the peaches handled, graded and loaded. The Secretary, therefore, held the evidence insufficient to sustain the allegations made, and dismissed the complaint.

3e. FLORIST FINED UNDER PRODUCE AGENCY ACT

A. Futterman, doing business under the name of the Newark Cut Flower Co., of Newark, N. J., pleaded guilty on February 16 of violation of the Produce Agency Act and was sentenced to pay a fine of $10.

This complaint involved several shipments of cut flowers from the Florida Narcissus Farm, Inc., Jacksonville, Florida, in January, 1931. The accounting, as rendered, showed gross receipts of $70 and net proceeds of $47.95. The investigation made by J. W. Dykes, however, showed that the gross receipts were $197.78, with net proceeds of $151.15, making a difference of $103.20 fraudulently withheld.

Attention is called to the fact that, although the fine assessed was $10, the law provides that the minimum fine shall be $100. The discretion exercised by the Court in fixing the fine does not seem to be warranted by the law.

H. A. SPILMAN, Acting in Charge.

INSPECTION SERVICE

1c. PROPER PROCEDURE IN HANDLING INSPECTIONS OF CARS CERTIFIED ON BASIS OF PERCENTAGE OF U.S. NO. 1 QUALITY

Some inspectors are uncertain as to the proper procedure in handling appeal inspections of cars which show a lower percentage of U.S. No. 1 quality than that certified at point of origin. When the applicant requests inspection for the percentage of U.S. No. 1 quality and the percentage differs materially from that reported at shipping point, the case should be treated like all other appeal inspections and reported to Washington in the usual way before the appeal certificate is issued. When the percentage of permanent grade defects is approximately the same as reported at shipping point and the percentage of U.S. No. 1 quality differs from shipping point only on account of decay or other deterioration, which may have developed in transit, the shipping-point certificate should be sustained as to permanent factors of grade. When no appeal is requested in a case of the latter kind and the applicant simply wants another inspection, a new certificate may be issued without reference to shipping point. The same is true with products like cauliflower, which may show a lower percentage of U.S. No. 1 quality on arrival in the market on account of spreading or other defects of condition, which developed in transit. In cases of this kind, it is not necessary to have the second inspector assist, as the shipping-point certificate will not be reversed and the receiving-point certificate will show the percentage of U.S. No. 1 quality which the "Lot now shows etc." Such cases are similar to condition inspections, which need not be reported to Washington.

2c. ROWS OF ONIONS ONE MILE LONG IN SOUTHERN TEXAS

Hart T. Longino wrote in part as follows from Corpus Christi, Texas, in a letter of April 28:-

"It seems that at least 70% of the Bermuda onions in this territory have been contracted and will start moving with considerable volume next week. We are doing lots of missionary work among shippers and growers; in fact, I have arranged for a grade demonstration at Taft on Saturday. The Chamber of Commerce has provided a building and I expect to have four periods of demonstrations, in order to clearly explain and demonstrate the grades. J. E. McDonald, Commissioner of Agriculture, will be present and address a mass meeting Saturday night.

"You may be interested in knowing that I visited the Chapman Ranch this morning, with a shipper's representative. The manager of this project informed me that they have 400 acres of Bermuda onions and that the rows in the field where we were standing were exactly one mile long. They had pulled one-half of the onions and had them lying on the rows. The shipper's representative was making a suggestion as to the proper method of clipping and handling the onions, which was the purpose of the visit out there. I rather questioned the length of those rows, but will admit that I could not tell where they ended."

IF YOUR COPY OF THE DIVISION LETTER EVER CONTAINS UNPRINTED PAGES, ASK FOR A COMPLETE COPY FROM THE WASHINGTON OFFICE.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1347, San Juan, P. R.	Citrus Pineapples	(year around)	
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	May 31
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	May 14 May 14
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Vegetables	Nov. 15	May 14
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 14
	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Vegetables	March 1	May 14
ALABAMA:	J. A. Marks, c/o State Div. of Markets, Montgomery, Ala.	Strawberries Vegetables	April 28 April 28	May 14 June 15
ARKANSAS:	R. B. Landrum, Box 326, Van Buren, Ark.	Strawberries Vegetables	April 25 May 9	July 1 July 1
MISSISSIPPI:	F. S. Kinsey, Crystal Springs, Miss.	Vegetables	April 25	July 1
TENNESSEE:	T. W. Ayres, Hotel Humboldt, Humboldt, Tenn.	Strawberries	May 2	May 21

REPORTS on Maine potatoes can be obtained from Vernon Palmer, Caribou, Me.

MAIL for H. T. Longino can be addressed to Box 250, Corpus Christi, Texas, during first half of May, but wires should still be sent to Harlingen office.

3c. A GOOD SEASON FOR ARIZONA SPRING LETTUCE

E. L. Ruch, inspector in charge of the shipping-point work in Arizona, wrote in part as follows from Phoenix, in a letter of April 26:-

"The following is information on our spring lettuce deal here: To date we have inspected 2,137 cars from the Phoenix office. Practically all of these were lettuce, with a few cars of carrots and peas. This is 500 cars more than we have ever inspected on any previous deal.

"The quality has been the best that I have ever seen at any place. Of the total cars inspected for Yuma and Phoenix districts (March 1 to April 20), 937 graded U.S. No. 1, 931 graded 85%, 331 80%, 354 less than 80%, a good many of these being no-grade cars.

"Our peak day was 144 inspections and our peak 10-day inspections were 965 cars. Twenty inspectors were used during the peak. Practically all of these men were transferred from Imperial Valley, and all had had experience in many other commodities besides lettuce. Our per-man-day average for the deal to date is between five and six cars.

"Throughout the deal, the f.o.b. market ranged $1.25-$2.25, which I believe has been a little out of proportion with the eastern sales.

"The past two spring seasons here, shipments have practically finished by April 10. Weather charts show that we have had around 100 degrees heat in excess of average this spring, and no one could understand why the lettuce continued to be of good quality after the 10th. We had a heavy rain during planting season, which divided the maturing time, and I believe that is why shipments have held on. At this time, there is still some fair-quality lettuce here, and a few shippers may start up again if they can sell here.

"At the present time, we are inspecting carrots. There should be about 30 or 40 cars over a period of two or three weeks, which will run us very close to cantaloupe season. I cannot tell at this time how much cantaloupe inspection I shall have, but am sure that I shall be able to pick up enough to meet expenses."

4c. ARKANSAS BERRY INSPECTIONS BECOMING HEAVY

The following is an excerpt from a letter of April 30 from R. B. Landrum, at Van Buren, Ark.:-

"Due to extremely cool weather until today, the berry deal here has moved slowly, inspections averaging from 3 to 5 cars daily. It rained yesterday and is warm today, which will cause fast ripening. All sections are beginning about one week earlier than anticipated, and three men are being stationed Monday at points in the Springdale district.

"We are inspecting about 25 cars of spinach this week in Arkansas and Oklahoma, and there will be a few cars next week. The quality has been good, but a few days of warm weather will finish the spinach work."

5c. INSPECTION NOTES FROM TENNESSEE

T. W. Ayres wrote as follows from Humboldt, Tenn., on April 30:-

"I arrived here about midnight on April 28, and strawberry inspections were started yesterday morning, the 29th, when 14 experienced men were assigned to the principal loading points. The pick yesterday amounted to

about five or six cars at all points, and these were largely concentrated into cars at Humboldt or shipped by express. The inspection work was confined largely to educational or missionary work, in an attempt to get the growers lined up on color, grade defects, and soft or watersoaked berries, in order that the packs will grade U.S. No. 1, if possible.

"Berries of the first pickings are running mostly medium to large, but the tendency in color has been for the stock to hang close to the border line of the required two-thirds of surface, and a number of lots have shown 5% to 10% under color requirements. Grade defects have also been beyond the tolerance in many lots, due largely to the premature softs, buttons, watersoaked, and decays that have to be cleaned up in the first pickings.

"We had a heavy rain yesterday afternoon and last night but it is clear today and, if the weather continues favorable, I believe the defective stock will clean up Monday and Tuesday of next week and we should have shipments of good quality. The variety grown here is almost entirely the Klondike.

"Practically all shippers in west Tennessee have signed for inspection, and we may inspect close to 500 carloads. The inspections in eastern Tennessee will begin a week to 10 days later than here. There is quite an increase in acreage there, and we expect over 100 cars, where 71 was the total last year.

"I held a short class before about 25 applicants yesterday, giving a review of the handbook, circular and grades on strawberries. Most of these men had previous experience. Will assign about eight more men on Monday, and then the deal should be pretty well organized."

6c. WASHINGTON (STATE) INSPECTIONS DURING MARCH

The following shipping-point inspections were made in the State of Washington during March, according to a report by F. E. Bailey in his Inspection Letter, dated April 26:-

	cars		cars
Apples	1,914	Potatoes	362
Mixed fruit	1	Rhubarb	11
Pears	10	Total:	2,298

From July 1, 1931, to March 31, 1932, total inspections in Washington were 31,208 cars of fruits and vegetables.

7c. A GOOD REPORT ON THE WORK IN UTAH

Leonard S. Fenn, of the Salt Lake City office, has issued a 35-paged mimeographed report entitled: "Market News Service and Shipping-Point Inspection Service on Fruits and Vegetables in Utah, Summary of 1931 Season." This is a valuable report, including many statistical tables.

In the preface, Mr. Fenn says: "In 1923 about 42% of the total carlot shipments of fruits and vegetables in Utah were inspected, while in 1931 about 74% were certified. All the tomatoes received by canning factories were graded by Federal-State inspectors in 1931. These amounted to 52,107 tons, or approximately 40,000 loads. About 40 inspectors and 6 key men were employed on this work during the tomato season." (continued over)

Instead of publishing the usual mimeographed summaries of the 1931 shipping season for onions and peaches in Utah, Mr. Fenn has included the most important information on those crops in this special report, along with data relating to other Utah crops.

Statistical tables show the number of cars of each fruit and vegetables loaded and the number inspected each year since 1923. Inspections also are listed by counties, and by commodities and months in 1931. Total inspections for the 1931 season covered 1,897 cars of 15 different products. For each product, the carlot shipments are listed by counties, stations and months, and inspections are classified according to grade, variety, etc. Some information is given also regarding unloads and production of various crops.

Inspections in the State of Nevada totaled 49 cars of two products. This work was done through a cooperative agreement with Nevada and was supervised by Mr. Fenn, of the Salt Lake City office.

A complete detailed report is given of the inspections of cannery tomatoes in Utah last season. Copies of this booklet probably can be obtained from Mr. Fenn.

8c. CHANGE IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from the List of Past-Due Accounts:

J. B. White, Boston, Mass. $36.00

-- R. C. BUTNER,
Specialist in Inspection

OFFICE NOTES:

Wm. E. Lewis is now in Florida and is expected back at his desk in Washington by the first of next week. He has been in the West and South for the past 11 weeks, in the interest of standardization work.

J. W. Dykes, of the Regulatory Branch, spent a couple of days this week in Richmond and Norfolk, Va., investigating complaints under the P.A.C. Act.

W. A. Hilgeson, who has been stationed in Chicago for the past few weeks, will go to the Milwaukee office of the Inspection Service and assist H. A. Arenz with local inspections during the rush of strawberry work.

J. C. Keller, a Junior Marketing Specialist in the Atlanta office, has gone to Chadbourn, N. C., where he will issue market reports on strawberries during the next two weeks.

It is understood that A. E. Prugh will begin to publish market reports on cantaloupes at Brawley, Calif., about next Tuesday, May 10.

E. P. Bostwick, of the Canned Fruit and Vegetable Grading Project, has proceeded from Minneapolis to Des Moines and to points in Illinois, where he is discussing with interested parties the grading of canned corn and asparagus.

OFFICE NOTES (CONTINUED):

R.G. Risser plans to close the field station at Crystal City, Texas, next Tuesday and open the service on strawberries at Monett, Mo., on Thursday.

Last week's D.L. was in error in stating that E. L. Ruch had completed the shipping-point inspection work in Arizona. The work on lettuce has been finished, but Mr. Ruch is still at Phoenix, supervising inspections of carrots.

George K. York, of the Federal-State Marketing Service in California, spent all of last week and the first part of this week in the Washington offices, arranging for the cooperative market-news work for the coming year. He has now returned to Sacramento.

H. F. McFeely, who was in charge of the Wilkes-Barre, Pa., office of the Inspection Service until about two years ago, has been reinstated to a cooperative position in the Philadelphia office, where he will handle the market-news work formerly handled by W. R. Whitacre.

Harold S. Slamp, of the Philadelphia inspection office, gave a radio talk on Thursday evening, April 28, through Station WIP-WFAN in that city. His subject was: "The Activities of the Food Products Inspection Service" and Mr. Slamp was highly complimented by various persons who heard the broadcast.

C. D. Schoolcraft's residence address in Detroit has been changed to 16612 Ilene Avenue, and his phone number now is Fairmont 2173-J. Please note these changes under Detroit on the Market Station Address List.

May crop reports are scheduled for release next Tuesday, May 10, at 3 o'clock. The cold-storage report will be released on Thursday afternoon.

On page 141 of "Crops and Markets" for April is the annual tabulation of carlot unloads of 19 fruits and vegetables in 66 cities for the year 1931. By a mechanical error, the last three figures in this table slipped off or failed to print. The total carlot shipments should be 909,231 instead of only 909 cars.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 19 May 13, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. APPLES IN COLD STORAGE ON MAY 1

Yesterday the following report on cold-storage holdings of apples for May 1 was released by the Department in Washington:-

	Barrels	Boxes	Baskets
May 1, 1932:	169,000	3,393,000	1,271,000
May 1, 1931:	86,000	3,683,000	571,000
Five-year avg.:	309,000	2,711,000	583,000

Total holdings under refrigeration were equivalent to 1,724,000 barrels, which is 15% more than the holdings of a year ago and 23% above the five-year average for this month. Supplies in barrels were 97% heavier than last May but were 45% below the average figure. Boxed apples under refrigeration were 8% less plentiful than a year ago but 25% above average. About three-fourths of the boxed apples were still in Pacific Coast storages. Supplies of apples in bushel baskets were heavy, being 123% greater than those of May 1, 1931, and 118% more than the five-year average figure.

Reduced to equivalent boxes or bushels, the May report is as follows:

	Barreled apples reduced to boxes	Boxes	Bushel baskets	Total equivalent in boxes
May 1, 1932:	507,000	3,393,000	1,271,000	5,171,000
May 1, 1931:	258,000	3,683,000	571,000	4,512,000
Five-year avg.:	927,000	2,711,000	583,000	4,221,000

2a. ADDITIONAL SUMMARIES DISTRIBUTED

"Marketing Potatoes in Kansas, Missouri, Arkansas and Oklahoma, 1931 Season," is the title of a 46-paged summary by R. E. Corbin, distributed from the Kansas City office this past week. It is illustrated by charts.

"Marketing Western New York Lettuce, 1931 Season," by A. L. Thomas is a new summary distributed from the Rochester office. A map of the State shows the counties which ship lettuce.

3a. TRUCK RECEIPTS IN COLUMBUS MARKET

Charles W. Hauck, a former member of our F. & V. staff but now a professor in the Department of Rural Economics, Ohio State University, has issued a 20-paged mimeographed report on: "Farm Produce Received in Trucks in the Columbus Wholesale Market, 1931." It is illustrated by five good charts and a map of Ohio. Copies probably can be obtained from Mr. Hauck.

- THE DIVISION LETTER CONTAINS IMPORTANT INFORMATION; READ IT CAREFULLY.-

MARKET NEWS SERVICE

1b. RECENT NEWS FROM MICHIGAN

R. E. Keller wrote as follows from Grand Rapids in a letter of May 6:-

"Soft fruits are now in bloom in Michigan, and some losses from frost have already occurred. The cherries were hard hit by a frost two nights ago. Damage was largely confined to the northern part of the State, around Traverse City. Michigan State College authorities announce that the cherry bloom has been cut at least 50% by the frost. Apples and other fruits in this section were not injured, as they were less advanced than the cherries. No losses were reported in the southern part of the State, where temperatures did not drop so low.

"All last week there was a very healthy demand for potatoes, but this week both demand and trading have dropped off. Prices have declined slightly but, for the most part, shippers are strongly resisting market declines. They have curtailed loadings and are offering fewer potatoes, feeling that the situation will brighten as soon as part of the present track accumulation cleans up. Most of the present sales for U.S. No. 1 Russet Rurals, sacked per cwt., Cadillac rate are from 68¢ to 72¢, which is only about a nickel under last week's prices. The wagonload-cash-to-growers price at country loading points now ranges 37½¢-42¢, with most of the business being transacted at 40¢-42¢. The price to farmers has followed the jobbing market more quickly this season than usual. Independent truckers, scouring the country for potatoes, have made the buying very competitive.

"Michigan probably has three more weeks of active potato shipments, with volume dropping off sharply after that time. Last year, shipments from early May to the end of the season amounted to 407 cars. Except for the month of April, movement has been about double that of a year ago. From this it would seem that Michigan has about 800 cars yet to move. Shippers likewise figure about 800 cars, but they expect that open weather will favor truckers and that rail shipments will run a little short of this figure."

2b. DAMAGE FROM COLD WEATHER IN COLORADO

Bryce Morris included the following information in a letter of May 6 from the Denver office:-

"Peaches on the Western Slope have escaped injury to the present time, although another cold spell is at present covering that district. A minimum temperature of 40 degrees was reported in Grand Junction this morning. Cold weather during the latter part of April did considerable damage to Colorado cherries. Practically all the late cherries were lost in the Canon City district, where temperatures dropped to 24 degrees and 25 degrees. The Montmerancy crop will be approximately 85% of normal, according to local estimates. Reports from the Loveland area indicate 30% to 35% loss in that district, with individual losses running up to 50%. Practically all the apricots were destroyed by freeze. Apples were not materially damaged."

"CONTINENTAL EUROPEAN FRUIT CROP PROSPECTS" is the title of Report F.S.:A-431 issued by the Foreign Agricultural Service Division on May 9.

3b. FRUIT PROSPECTS IN THE PACIFIC NORTHWEST

J. D. Hamilton included the following items in a Northwestern Review, dated May 2 at the Portland office:-

"Northwestern 1932 fruit production is largely problematical. But first reports from shippers and other trade authorities indicate heavy production in most fruit districts. Cherry bloom and set in all Oregon districts is reported the heaviest in years, with weather dry enough at blossom time to permit good pollination. Similar reports are received from apple and pear districts of Oregon and Washington. Hood River growers report indications of a very heavy strawberry crop in that district. Western Oregon prunes are believed to be in satisfactory condition, although the set will be more accurately determined in another week or two. Some few localities, as the northern portion of Douglas County, report a very light set of prunes. Rogue River shipments may be heavy, around 3,200 cars of pears and 650 cars of Newtowns. This information is corroborated by a recent preliminary survey by the Division of Crop and Livestock Estimates, the U.S. Department of Agriculture. Wenatchee, Yakima, and Walla Walla districts all show excellent prospects for 1932 production, although no definite data are yet available."

4b. TOMATOES AND SNAP BEANS MOVING FROM RIO GRANDE VALLEY

The following report came from W. D. Googe, of the Brownsville office, in a letter dated May 8:-

"The past week with Texas vegetables has been featured by a general slump of prices in all lines except cabbage and potatoes. The latter commodity was slightly weaker as the week closed, but the cabbage deal in this State is drawing to a close with prices steady to firm. Carlot shipments of snap beans and tomatoes from the lower Rio Grande Valley were begun, and several cars of beans were shipped from Taft in the Coastal Bend section. Carrots and beets continue to move in fair volume, but prices are irregular as a result of the wide range in quality. A rather unusual crop of cucumbers is reported to be ready for shipment from the vicinity of Raymondville, the first cars being expected out Tuesday. Barring unfavorable weather and insect pests, it is estimated that the crop will reach approximately 200 cars.

"The movement of snap beans started off with growers being paid around $2 per hamper, but at the end of the week most shippers were taking them only on consignment, with a few sales reported at 75¢-$1. The quality has greatly improved, the latest shipments grading mostly U.S. No. 1. A new venture for the Valley is a considerable acreage of Bountifuls, which are showing fine condition, but shippers report that is almost impossible to sell them in markets accustomed to using the Texas stringless varieties. The threatened movement of beans from practically all the Gulf States during the coming week is said to be responsible for the demoralized condition of the f.o.b. market.

"Tomatoes are coming in from fields which recovered from the March frost, most receipts to date being rough and immature. Prices to growers have ranged from 4¢ to 8¢ a pound for best loads, but as the week closed 4¢ was about the top. Due to the scarcity of tomatoes and the multiplicity of loaders, it has been almost impossible to get out straight cars. After spending two or three days trying to get a car completed, some have given up and sold what they had accumulated to truck operators. It is reported that no large movement can be expected until the week beginning May 16, and that the Yoakum deal will probably be ready only a few days later."

5b. RECENT NEWS ON FLORIDA POTATOES

A letter of May 2 from W. D. Hull, at Hastings, called attention to the fact that Florida potato shipments for the closing week of April had increased considerably to 195, but were still very light compared with the 1,115 cars moved during the same period in 1931 and 700 cars in 1930. The f.o.b. price of U.S. No. 1 Spaulding Rose potatoes advanced to a level of $7.50 per barrel that week and was maintained steadily. On Saturday evening, April 30, there was a shower, which was of much benefit to the crops in the Hastings district. It was expected that the size of many smaller tubers still unharvested would be greatly increased as a result of the rain.

Another letter, dated May 9, brought the following additional information from Mr. Hull:-

"Demand for Florida potatoes was rather slow during most of the past week. While shipments again decreased, terminal markets in the North were reacting to the heavier movement of the last week in April. Probably one-third to one-half of the shipments of that week were forwarded from Jacksonville by boat and, consequently, did not reach the northern cities until around May 4 or 5. In this way, the depressing effect that expected heavier receipts have on the distributing centers was spread over a longer period and caused conditions to be rather draggy on the f.o.b. market.

"In spite of the fact that there was a 50¢-75¢ recession in prices on the city markets, the shipping-point price remained at $7.50 per barrel of No. 1's and $3.25 for No. 2's, while 100-pound sacks brought $4.25 and $1.50, respectively. At the close of the week there was a better demand for sacks, especially the No. 2 grade.

"Distribution was somewhat improved, more cars being placed in the smaller markets of the East. The Middle West was practically unsupplied with Florida stock. Shipments for the week ending May 7 amounted to about 120 cars, which is more than most of the operators had estimated. During the corresponding week in 1931, about 1,200 cars were forwarded from Florida."

6b. BRIEF NOTES ON WESTERN NEW YORK APPLES AND POTATOES

A. L. Thomas sent the following report from Rochester on May 10:-

"Western New York apple prices advanced slightly last week, as shipments decreased. The condition of the remaining fruit is variable, but scald prevails to some extent in nearly all shipments. Local dealers estimate that between 300 and 500 cars remain to be shipped. Truckers are still active.

"A very light demand prevailed for potatoes, and prices showed a downward trend. At the beginning of last week, there were approximately 40 to 50 cars on track awaiting orders, and many dealers had to sell these cars on a falling market because of the condition of the potatoes. Another two weeks will practically clean up the remaining stocks in western New York. Prices to growers dropped 5¢, and dealers are now offering 30¢-35¢ per bushel."

7b. A BULLETIN ON ARTICHOKES

"Marketing Globe Artichokes" is the title of a new printed bulletin by E. A. Stokdyk, issued under the Giannini Foundation of Agricultural Economics at the University of California, Berkeley. It is designated as Bulletin 524 and contains 68 pages, including a number of interesting charts.

8b. IMPORTANT NOTICE REGARDING ANNUAL LEAVE (Reply)

Promptly upon receipt of this Division Letter, it is requested that each market-news field man and market station man advise the Washington office of the time,- giving first, second, and third preference,- he wishes to take his annual leave this year, provided it can be given. Considerable uncertainty exists as to annual leave status this year. All employees doubtless have been keeping informed on the measures considered by Congress in its economy program. Various proposals have been suggested on annual leave and salary reductions. Nobody knows what the final action will be. The Departmental policy at present is to allow only accrued leave during the balance of the present fiscal year, ending June 30, 1932. It is important, therefore, that each man furnish promptly the information requested above, as it may be possible to arrange for accrued annual leave in most cases. Temporary relief appointments for annual leave purposes are not being approved.

9b. LOUISIANA STRAWBERRY SITUATION VERY DISCOURAGING

R. L. Sutton wrote as follows from Hammond in a letter of May 10, probably his last letter from that field station:-

"The Louisiana strawberry deal is in a very unsettled condition. It is difficult to gauge how long shipments will continue in a moderate way. Due to extremely unfavorable market conditions and considerable poor-condition fruit arriving in the markets, shipping organizations generally are disrupted. At the beginning of this week, several associations declared their intention to stop shipping. This does not necessarily mean that the growers comprising those associations have stopped picking, for, having been released from their connections with the local associations, they have in some cases sold their offerings to local shippers on a cash basis.

"During most of yesterday it was almost impossible to arrive at any accurate estimate as to the day's loadings. The auction companies had declared their intention of selling at private sale, several associations had quit, and it was a surprise to everyone to know that 82 cars were moving from the territory. The auction companies loaded 51 cars, with the balance being made up by private shippers and locals to Chicago. The most desirable cars from Monday's loadings sold at private sale mostly around $1 per 24-pint crate. Some cars were consigned, especially from the branch lines.

"The output this season to date has amounted to 2,320 cars, or approximately 1,000 cars behind the corresponding movement of last season. Competition from other sections and adverse market conditions probably will result in Louisiana totaling only about 3,000 cars this season. Last year 4,720 cars were shipped.

"Many of the buyers have already left this section and, since it is probable that the auctions will not be held from now on, it is to be expected that the offerings will have to be sold mostly over the wire or be consigned. It is likely that some growers will stop picking when returns on many of the consigned cars are received. At some points yesterday, local shippers were paying 70¢ per crate on a wagonloads-cash-to-growers basis."

CANTALOUPE PRODUCTION in Imperial Valley this season is forecast at 8,189,000 crates, compared with 7,849,000 last year. Acreage was considerably reduced but the average yield per acre is expected to exceed that of 1931.

10b. CORPUS CHRISTI NOW A PORT FOR BOAT SHIPMENTS OF ONIONS

The following report came from A. M. McDowell, at Corpus Christi, Texas, in a letter of May 9:-

"Shipments of Texas onions probably reached their peak the past week with a total movement of slightly over 1,300 cars, including three consecutive days of over 200 cars. Last year the 200 mark was exceeded only on the peak day of the season, when 216 cars were shipped.

"The Winter Garden and Eagle Pass districts both had their heaviest shipments on May 3, with 98 cars from the former and 50 from the latter. With only a slightly lighter movement from these districts on the following day and a heavy increase from the Coastal Bend district, a total of 257 cars was originated. There apparently was a concerted rush on the part of the Winter Garden and Eagle Pass shippers to get as much of their crop as possible rolling before the heavy movement from the Coastal district began.

"An interesting feature is the possibility of the development of Corpus Christi into an onion port. A cargo of about 80 cars is being loaded for tomorrow's shipment, another sailing is booked for next Tuesday, and there probably will be one the following week. Most of the onions being loaded are brought directly to the pier by truck. The all-water rate to New York is said to be much lower than the rail-water rate via Galveston and, with the heavy volume of onions grown within easy trucking distance of Corpus Christi, there appears to be no reason why this port should not become important in the matter of onion movement, at least during the Coastal season."

11b. NORTH CAROLINA BERRY PROSPECTS

J. C. Keller included the following information in a letter of May 11 from Chadbourn, N. C. This is one of Mr. Keller's first letters from a field station:-

"Showers of varying volume fell over North Carolina on Tuesday afternoon and night (May 10). The Tabor, Wallace, Chadbourn, and Burgaw districts reported showers which were very beneficial, while the Rose Hill district reported a heavy rain which probably will cause strawberries from that section to be sandy and soft for the next few days.

"Rains in excess of normal fell in most sections of North Carolina during the past two weeks, and caused many growers to believe that the total crop would nearly equal that of last year. However, on account of the unusually dry winter, the subsoil is dry and the recent rains, which under normal conditions would have developed a large crop, are having little effect. Many growers report yields off as much as 75%, while others believe that the crown crop of berries will bring the yield up to nearly normal. It is now generally believed that the total shipments will fall far short of last season's record.

"The weather has been cool the past two days and the fruit is not coloring very fast. Haulings have been rather light.

"Many growers and buyers expected next Monday (May 16) to be the biggest day of the North Carolina strawberry movement. However, it is now the general opinion that shipments will string along fairly heavy all of next week, with no particular day a peak day."

STRAWBERRY PRODUCTION in nine intermediate States is forecast at 3,488,000 crates of 24 quarts, or 56% more than those States had in 1931. Both the acreage and indicated yield per acre are greater this year than they were last season.

12b. A MODIFIED CULTURAL PROCESS FOR ONIONS AT LA PRYOR, TEXAS

R. G. Risser sent the following interesting report from Crystal City, Texas, on May 8, just before closing that field station:-

"A heavy movement and a wide distribution of Texas onions developed the first week of May, following liberal rains during the last week in April which dispelled all doubts as to the plantings in non-irrigated sections making a crop. The highest daily shipments for the season to date occurred on May 4, with 257 cars coming principally from the Coastal Bend, Winter Garden, and Eagle Pass sections. Original billings and diversions for the past week include about 140 carlot markets and diversion points. Prices at shipping points declined 90¢-$1 per 50-pound sack between April 30 and May 7.

"Harvesting conditions have been generally favorable. A large portion of the movement is now coming from non-irrigated sections, although some very good quality onions are reported now loading at Eagle Pass and at La Pryor and other Winter Garden points. The movement from La Pryor, which is just starting, consists largely of onions which have developed according to a modified cultural process. After the bulbs had begun to form, the onions were covered with soil. The fine quality is attributed primarily to this hilling process, which has made them white right up to the neck and more globe-shaped than normally."

13b. LAKE OKEECHOBEE BEANS COME ON WITH A RUSH

J. B. Owens included the following information in a letter of May 10 from Belle Glade, Fla.:-

"After suffering a two weeks' delay from dry weather and other incidental hinderances, the Lake Okeechobee bean movement opened with a rush during the first week of May. Shipments from the State last week totaled 365 cars, compared with 75 cars for the preceding week. However, this section is now furnishing only about 60% of this movement, as other sections in the upper part of the State have begun shipping. Movement from this section is now at its peak and will begin to decrease during the latter part of the week.

"The general quality of the first pickings has been exceptionally good and is a decided improvement over the quality offered at the beginning of the season.

"F.o.b. prices declined daily since the beginning of the season. The f.o.b. cash market on Monday, May 9, was 75¢-$1.05 per bushel hamper of best Bountifuls, and possibly three-fourths of the shipments for this day were unsold. The growers are begging for enough advance money to take care of the harvesting costs, but even this is extremely hard to get. Many other sections are now commencing to ship heavily and others, nearer the markets, will soon start. Under normal conditions this section would have continued shipping until about May 21, but it now looks as if shipments will take a decided drop after this week, with only the best quality being picked. Much acreage will never be harvested.

"Tomato shipments for the Lake Okeechobee section reached 60 cars during the week of May 1-7. This, no doubt, will be the peak movement of the season. The major movement will be over by May 21, but shipments will continue as late as June 1.

"Quality of the tomato crop is mostly fair to ordinary, and stock is meeting with a slow demand in spite of the active demand experienced by other sections at this time. Cash-track prices on lugs during the past week have ranged $1.50-$2 for 6x6s, with 6x7s being discounted 50¢."

14b. IMPERIAL VALLEY CANTALOUPES DELAYED

A. E. Prugh wrote as follows from Brawley, Calif., in a letter of May 9:-

"The 1932 Imperial Valley cantaloupe season has been slow in getting under way. Through May 8, only 20 cars have moved, compared with 210 to the same date last year. On May 8 last season 72 cars were shipped, and only 6 on the same date this season. High winds and cool weather the latter part of April caused the delay in maturity. The weather has brought about a condition where the melons have a green appearance and yet test a rather high sugar-content. The high winds caused some loss of bloom in the second set and also some blight damage. Vines do not have the heavy growth which was noticeable last season, and lighter yields are expected. The weather is warmer today (May 9) with a maximum of 93 degrees, and the nights, which have been cool, are also turning warmer.

"Shippers do not expect much loading to extend from the brushed acreage to the regular cap-covered acreage until May 15, and some do not expect shipments to reach 100 cars a day until around the 20th. Opening prices in New York of $12 on standard 45's this season compare with $14-$15 last season, and shippers, already pessimistic about the deal, have started the formation of a clearing house. The first cash f.o.b. sales of freight cars were reported on Sunday, May 8, at $4 on standard 45's. This price dropped to $3.50 the 9th. The tendency is not to ship many express cars, on account of the additional cost and unsettled conditions in the East.

"Covered acreage of cantaloupes, exclusive of Honey Dews and Honey Balls, this season is about 5,000 acres less than last season, with uncovered acreage practically the same. Cantaloupes, Honey Dews and Honey Balls this season are 30,913, 8,742 and 5,995 acres respectively, compared with 35,738, 8,686, and 6,964 last season. Casaba acreage brings the total this season to 45,750, as against 51,640 last season."

15b. CROP NOTES ON FLORIDA WATERMELONS AND VEGETABLES

The following report came from R. M. Peterson, at Bradenton, in a letter of May 10:-

"The movement of Manatee tomatoes is decreasing, with only 106 cars out last week. Output this week is estimated at 50 to 75 cars, but only around 35 cars are expected next week. The tomatoes are smaller, with only a small percentage packing 6x6 and larger. The shipping-point market showed considerable strength the latter part of the week,- lug boxes of U.S. No. 1 stock were bringing $2.50-$2.75 for 6x6 and larger, but, with the greater number of Mexican cars reaching eastern markets and the accumulation of track holdings over the week-end, the demand is now slow.

"The Manatee-Sarasota celery movement will be very light after the middle of this week, and the largest packing house plans on closing Thursday. About 246 cars were shipped last week, but it is doubtful if the movement this week will exceed 100 cars. The demand has continued slow on large sizes but has shown considerable improvement for medium and small sizes, with better prices on individually-washed stock.

"Manatee County shipped 13 cars of peppers and 8 cars of eggplant last week. The movement may be somewhat lighter this week but is expected to be heavier again next week. The pepper demand has been light, with Fancy stock selling on an f.o.b. basis for $2.50-$2.75 per 1⅑-bushel crate. Most

of the eggplant was consigned, as there has been practically no demand at shipping point and the asking price has been $1 or less for 1½-bushel crates.

"Florida is now shipping a few cars of watermelons, most of which are being loaded in the Fort Meade section. One car was shipped from Manatee County, and several cars were reported being loaded in Hillsborough County near Tampa. A car of Dixie Belles was loaded in the Leesburg district yesterday, but it is not expected that any more cars will be loaded until the latter part of this week, after which shipments will increase gradually. The shipping season for the Leesburg district will be unusually long this year, with rather light loadings from the early fields, which escaped frost damage, until around June 10, when the replanted fields are expected to be ready for harvesting."

16b. NEW TYPES OF CONTAINERS FOR MISSISSIPPI CABBAGE

B. E. Surry wrote as follows from Crystal Springs, Miss., in a letter of May 9:-

"Mississippi increased cabbage shipments last week to 130 cars, bringing the total to date to 160 cars. Peak movement for the season is expected about the end of this week, with probably not more than 40 to 50 cars daily. The yield is light and there will, no doubt, be a total of less than one-half of the 1,150 cars shipped last year. Quality has been very fine, with practically all cars grading U.S. No. 1, although sizes are averaging small to medium. Demand at shipping point has been sufficient to take care of all cars loaded, and most cars have been sold for cash.

"There has been a decided shift to newer types of cabbage containers for Mississippi's crop this year. Lettuce crates and pony crates are becoming very popular with the trade, and probably two-thirds of the crop will be loaded in these two types of containers. The standard 100-pound crate is still used to some extent, and small quantities of cabbage have been loaded in 1½-bushel hampers, 50-pound sacks, and in bulk.

"The pony crates, weighing approximately 60 pounds net, are loaded 400 to the car. Lettuce crates vary from 80 to 90 pounds net, with 288-300 constituting a carload, while only 210 standard crates are required for a carload.

"Lettuce crates and standard 100-pound crates have been selling f.o.b. shipping point at the same price. This is due largely to the fact that lettuce crates represent a neat shed pack, while the standard crates are packed in the field and do not present as good an appearance. The large crates have been selling at $3.25 cash or $3.50 usual-terms, with pony crates quoted at $2. A year ago today, standard crates were quoted f.o.b. shipping point at 80¢-$1.

"A very few beets moved in mixed cars last week, but loadings will not be of any consequence for at least another week. Carrots may begin moving by the latter part of this week. The season for green peas is practically finished, with very poor yields and quality. A few best hampers were sold f.o.b. at mostly $1.25-$1.35. Most of the stock was unsold at shipping point, owing to poor color and small pods. Green beans will be ready for harvest in about 10 days.

"The Mississippi tomato crop promises to be very good, with quality and yields equal to last year, providing weather conditions continue normal. Total shipments may exceed last year's volume of 2,700 cars. At present fields are looking good. First carlots are expected around May 20 or 25. Plantings are estimated at 600 acres increase over 1931." - B. C. BOREE, Spec. in Mkt. News

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y.*	837	A. L. Thomas	Apples	Sept. 8	May 21
300 Terminal Bldg.		H. S. Duncan	Potatoes	Oct. 5	May 21
BROWNSVILLE, TEXAS*	931	W. D. Googe	Citrus #	Oct. 15	April 9#
Chamber of Commerce			Vegetables	Dec. 7	June 10
BRADENTON, FLA.*	850	R. M. Peterson	Vegetables	April 4	May 18
Pier Bldg.					
BELLE GLADE, FLA.*	937	J. B. Owens	Beans	April 18	May 21
Boree's Warehouse			Peppers	April 18	May 21
			Tomatoes	April 18	May 21
CORPUS CHRISTI, TEXAS	801	A. M. McDowell	Onions	May 6	June 4
Chamber of Commerce					
CRYSTAL SPRINGS, MISS.	809	B. E. Surry	Vegetables	May 5	July 1
City Hall Bldg.					
CHADBOURN, N. C.*	805	J. C. Keller	Strawberries	May 5	May 28
Britt Bldg.					
BRAWLEY, CALIF.*	808	A. E. Prugh	Cantaloupes	May 10	July 9
Planters Hotel Bldg.					
MONETT, MO.*	857	R. G. Risser	Strawberries	May 14	June 4
MOBILE, ALA.*	924	H. F. Willson	Potatoes	May 16	June 11
The following stations probably will open on dates indicated:					
POCOMOKE, CITY, MD.*	878	V. H. Nicholson	Strawberries	May 23	June 18
			Potatoes	June 13	July 30
LEESBURG, FLA.*	912	R. M. Peterson	Watermelons	May 23	June 25
WASHINGTON, N. C.*	926	R. L. Sutton	Potatoes	May 31	June 30
The following stations close on dates indicated:					
WINTER HAVEN, FLA.*	920	H. F. Willson	Citrus	Oct. 19	May 7
DeWitt-Taylor Bldg.					
GRAND RAPIDS, MICH.*	895	R. E. Keller	Apples	Oct. 31	Dec. 12
412 P.O. Bldg.			Onions	Oct. 31	April 2
			Potatoes	Oct. 31	May 21
HASTINGS, FLA.*	851	W. D. Hull	Potatoes	March 14	May 14
Power & Light Bldg.					
HAMMOND, LA.	802	R. L. Sutton	Strawberries	March 21	May 13
P. O. Bldg.					
CRYSTAL CITY, TEXAS*	867	R. G. Risser	Onions	April 14	May 10
Mo. Pac. Station					

* State cooperating #Reports discontinued

V. H. Nicholson in the Washington office.

W. F. Cox in San Francisco. H. E. Rutland at Shin Pond, Maine.

W. D. Hull to Chicago office. R. L. Sutton on leave.

INSPECTION SERVICE

1c. TENNESSEE BERRY INSPECTIONS FALLING SHORT OF EXPECTATIONS

T. W. Ayres, Supervising Inspector, wrote as follows from Humboldt in a letter of May 7:-

"The volume of inspections in the west Tennessee strawberry deal has been much lower than was anticipated. Up to and including May 6, certificates have been issued on 106 carlots and, in addition, the crew has inspected 6,203 crates, on a basis of 2¢ per crate, which were hauled off by trucks or loaded into cars that were inspected by the buyer at loading point.

"So far, the average quality of the stock picked has been disappointing. For the first few days, most of the berries failed to grade U.S. No. 1 because of excess percentage of defects, due mainly to softs, decay (mostly leather-rot), and undercolor. Many berries in the first pickings also showed a dead or drying calyx, probably due to cold-weather injury. For the past two days the general quality has been improving. Decays and softs are showing a lower percentage, but many lots are of smaller size and fail to grade because of undersized berries.

"The March freeze killed all of the early strawberry foliage and the plants show a very light top, leaving the berries exposed to the sun, and this is believed to be responsible for the variable quality. It is hoped that rain and warm weather will improve the berries from the late blossoms."

2c. INSPECTION NOTES FROM ARKANSAS

The following information came from R. B. Landrum, in a letter of May 5 from his field headquarters at Van Buren, Ark.:-

"The strawberry deal in west central Arkansas got under way with a rush on Monday, May 2, and, while expecting to continue most or all of next week, the peak of the heavy movement has passed,-unless it rains soon. There have been several days of hot dry weather, following cool days last week. Consequently the size has run down fast, resulting in an increased percentage of No. 2 stock. With the exception of this, the quality has been very good.

"We have 11 men working on strawberries, including two who began Monday in the northwest Arkansas district at Fayetteville and Springdale. Indications are that two or three men will be moved to the Rogers district on Monday, and probably other points will develop as the volume increases.

"The movement by truck has greatly decreased the volume of carlot shipments; some estimate that from 25% to 50% of each day's picking is going out by truck.

"We still have a man on spinach, inspecting one or two cars daily, and, with favorable weather and market conditions, will continue work on this crop next week.

"The outlook is favorable at present for mixed vegetables and potato and melon inspections in Arkansas and Oklahoma. There will be some Oklahoma potato movement, aside from that in the Red River Valley, by the last of this month. Some Arkansas shippers report the same in regard to potatoes in this State." - - On May 8 Mr. Landrum advised further as follows: "A steady rain fell most of yesterday in Van Buren and vicinity. According to shippers, this will be of great benefit to the Klondikes here and will probably prolong the deal a week or 10 days."

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
PORTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1347, San Juan, P. R.	Citrus Pineapples	(year around	
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	May 31
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	May 31 May 31
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Vegetables	Nov. 15	May 21
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 21
	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Vegetables Cantaloupes	March 1 June 1	June 1 July 15
ALABAMA:	J. A. Marks, c/o State Div. of Markets, Montgomery, Ala.	Strawberries Vegetables	April 28 April 28	May 21 June 15
ARKANSAS AND MISSOURI:	R. B. Landrum, Box 326, Van Buren, Ark.	Strawberries Vegetables	April 25 May 9	July 1 July 1
MISSISSIPPI:	F. S. Kinsey, Crystal Springs, Miss.	Vegetables	April 25	July 1
TENNESSEE:	T. W. Ayres, Hotel Humboldt, Humboldt, Tenn.	Strawberries	May 2	May 21

REPORTS on Maine potatoes can be obtained from Vernon Palmer, Caribou, Maine.

3c. STRAWBERRIES BEING INSPECTED IN ALABAMA

The following letter of May 3 came from J. A. Marks, who was then in Evergreen, Ala., supervising inspections at various shipping points:-

"I reported to Alabama on Saturday, April 23, instead of waiting until the 25th, as strawberry shipments began in considerable volume a few days earlier than expected.

"The season has been a very disappointing one to the growers to date. Dry weather threatened to wind up the south Alabama deal last week, but a good soaking rain over the State will help all stock and should prolong the south Alabama shipments for 10 days to two weeks, if market conditions justify shipping.

"We have lined up an exceptionally good crew of men, one of the best in fact that I have ever worked anywhere.

"As I wired you yesterday, most of the south Alabama shippers dropped the size specifications for No. 1 and No. 2 grades to 5/8 and 1/2 inch, respectively. We were rather opposed to this but there is, of course, nothing to prevent it.

"Practically all shipping points are using the service, and only two or three individuals are shipping stock without inspection. This stock, under the State law, must be stamped 'Ungraded.'

"In spite of the poor quality of the berries and unfavorable market conditions, the shippers as a whole are well pleased with the results secured under the new branding law. The most marked improvement has been accomplished in the Castleberry section, which heretofore has been noted for shipping some of the poorest quality berries grown in the United States. Yesterday morning I was talking to the Sales Manager of the Castleberry Strawberry Association, and he was greatly elated over the fact that some of their berries had topped the market that day in several of the larger cities.

"As you probably know, the strawberry inspection work in this State is particularly hard to supervise, because it is so widely scattered. At least 90% of the shipping points scattered over the State are now loading berries, and it is out of the question for me to keep in close contact with all points.

"I am temporarily staying in Evergreen but will probably spend next week(May 8-14) in north Alabama, with headquarters in Cullman."

4c. ALL EXPRESS CARS TO BE INSPECTED IN SALT LAKE CITY

The following item was taken from a letter of May 6, written by L. S. Fenn:

"Arrangements have just been completed with the Railway Express Agency, Inc., to inspect all their cars at Salt Lake City for condition. These usually amount to 40 or 50 cars a year, mostly strawberries coming in during April and May."

FIVE LARGE NEW JERSEY CANNERIES, which annually can approximately 80 per cent of the state's $3,500,000 production of tomatoes raised for manufacture, will buy their share of this year's crop on the basis of quality as determined by grading, says New Jersey Department of Agriculture.

5c. A REPORT ON ONION INSPECTIONS IN INDIANA AND MICHIGAN

Under date of April 30, J. E. Dickerson, of the Indianapolis office, submitted a detailed report on onion inspections at shipping points in the two States where he supervises this work. His letter follows:-

"I am enclosing tabulation sheets, giving results of the onion inspection work in Indiana as well as Michigan, making comparisons with the reports for the past four years. The deal this past season was characterized by:-

1. A heavy reduction in production, due to the excessively hot and dry summer.

2. Unusually small-sized stock, due also to the hot weather. About 60% of the cars inspected in Indiana and 45% in Michigan were 1¼ inch minimum onions.

3. Exceptionally high prices, especially during the latter part of the season, considering the price of other commodities. However, many growers were hard pressed for money and sold early in the fall at relatively low prices, in order to meet their obligations.

4. A heavy shrinkage in storage, caused by sprouts and decay, possibly resulting from the unusually warm fall and winter. A considerable quantity of the sprouted stock was salvaged by clipping the new sprouts and selling this stock to truckers.

5. A much heavier than usual movement of yellow boilers.

6. Very irregular sizes in the same field or the same crop. Frequently the inspectors would find a variation as high as 25% of the onions over 2 inches in diameter or under 1½ inches, in the same lot of onions.

7. A very few onions being off-grade on account of freezing injury, but an increase in the amount of sunburn on white stock.

8. An exceptionally small quantity of splits and doubles, and a surprisingly small amount of scallions and bottlenecks, considering the season.

9. A still further increase in the use of the 50-pound saxolin sacks.

10. The adoption and general satisfaction in the use of the new onion grades, although I feel the grades would have been more valuable to all parties concerned, if the size had been larger."

A dozen tabulations accompanied this report, showing the inspection work in great detail. The classification by loading stations showed that onion inspections were made last season at 84 points in Indiana and 41 points in Michigan. Total inspections of onions were as follows:-

	1927-28	1928-29	1929-30	1930-31	1931-32
Indiana:	946	1,301	2,294	2,935	1,656 cars
Michigan:	-	-	-	247	812 cars

Onions in Indiana were inspected the past season for 38 applicants and in Michigan for 23 applicants. About 9 inspectors handled the work in Indiana, while 5 men handled the Michigan inspections.

On the basis of months during the 1931-32 season, the totals were:-

	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.
Indiana:	123	345	378	153	213	362	152	29	1
Michigan:	-	-	13	15	145	210	259	167	3

Other details from Mr. Dickerson's report on onion inspections are presented on the next page of this Division Letter.

Classified as to grade, the following figures for the 1931-32 season are of interest:-

GRADE OR PRINCIPAL DEFECTS

	Ind.	Mich.		Ind.	Mich.
U.S. No. 1.....	129	266	Part in and part out....	80	28
U.S. No. 1, 1¼"min.....	977	360	Poorly topped.....	1	-
U.S. No. 1, with % over 2 inches.....	114	51	Spongy.....	3	-
			Dirty.....	6	-
Freezing injury.....	3	5	Loose shucks.....	2	-
Decay.....	47	9	Part U.S. No. 1 and part U.S, No. 1 1¼" min...	14	6
Total % defects and decay.....	9	12	Part U.S. No. 1 and part No. 1 boilers.....	21	3
Scallions & bottlenecks.	1	-			
Stain, discoloration....	37	4	Part U.S. No. 1 and part U.S. Commercial.....	30	10
Sprouts.....	62	35	U.S. No. 1, 1" min.....	4	-
Sunburn & sunscald.....	29	2	U.S. No. 1, 1 7/8" diam.	5	-
Boilers (U.S. No. 1)....	71	6	U.S. No. 1,1-2" diam....	1	-
Boilers & picklers.....	5	-	U.S. Commercial.....	-	2
Cuts & bruises.....	3	-	U.S. Commercial, 1¼" min.	-	7

In addition to the 1,656 cars of onions inspected in Indiana last season, inspections were made of 310 cars of peaches, 42 strawberries and 79 sweet potatoes. The peach inspections include carlots inspected at Henderson, Ky. About 100,000 tons of tomatoes for canneries also were inspected in Indiana.

6c. BE SURE TO HAVE A LIGHT WHEN YOU GO INTO COLD-STORAGE ROOMS

One of the inspectors recently reported his being in a cold-storage room when the lights went out. After some difficulty, he succeeded in locating his grip in which he fortunately had a candle and some matches. Without a light, it would have been very difficult to find an exit, and some danger would have been involved if there had been considerable delay in finding a way out. All inspectors should be sure to carry with them either a flashlight or a supply of matches for use in such emergencies.

7c. CHANGE IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from List of Past-Due Accounts:

Commercial Fruit and Produce Company, Hartford, Conn. $5.52

8c. SHORT GRADE FORMS ON CUCUMBERS DISTRIBUTED

During the past week, all inspectors were sent copies of the short grade forms (revised) for Cucumbers. If anyone was overlooked, he should request a copy from Mr. Pailthorp's section.

WATERMELON PRODUCTION in Florida is forecast at 8,490,000 melons this year, compared with 10,230,000 last season. Imperial Valley of California may have 6,650,000 melons, or only slightly more than in 1931.

INSPECTIONS FOR THE NAVY AND MARINE CORPS DURING APRIL, 1932

Symbols:- N - NAVY M - MARINE CORPS	ALL FIGURES IN THESE COLUMNS REPRESENT POUNDS									
	Fruits and Vegetables PASSED		Fruits and Vegetables REJECTED		TOTAL QUANTITY INSPECTED		"Cuts" made to comply with specifications		Items Billed Short-weight	
STATIONS	N	M	N	M	N	M	N	M	N	M
Great Lakes	117482	0	18750	0	136232	0	0	0	0	0
New York	204099	62475	14172	1832	218271	64307	400	0	0	0
Norfolk	178995	0	20000	0	198995	0	0	0	0	0
Philadelphia	283942	16562	14654	3968	298596	20530	377	102	0	0
San Diego	714028	51651	13544	966	727572	52617	6685	347	0	0
San Francisco	766052	52473	70800	500	836852	52973	0	0	0	0
San Pedro	726661	0	16745	0	743406	0	2196	0	0	0
Vallejo	230038	31476	16258	1687	246296	33163	100	0	0	0
Washington	18396	0	490	0	18886	0	0	0	0	0
TOTAL	3239693	214637	185413	8953	3425106	223590	9758	449	0	0
INSPECTIONS MADE FOR THE U.S. SHIPPING BOARD										
New York	6809		0		6809		0		0	
Norfolk	6415		0		6415		0		0	
TOTAL	13224		0		13224		0		0	
INSPECTIONS MADE FOR THE U.S. VETERANS' HOSPITAL										
Chicago	88938		21878		110816		0		0	
Great Lakes	58680		9320		68000		0		0	
Kansas City	13669		50		13719		0		0	
Milwaukee	95495		22840		118335		0		0	
New York	186678		17962		204640		0		0	
Philadelphia	53968		6560		60528		0		0	
St. Louis	29616		2830		32446		0		0	
TOTAL	527044		81440		608484		0		0	

The New York office also inspected the following:	Fruits	Vegetables	Rejections
Dollar S. S. Line	11994	35235	875
Munson S. S. Line	12073	15041	990
American France Line	4180	19790	310
American Diamond Line	3613	13535	483
Columbian Line	1714	8710	155
TOTAL	33574	92311	2813

The Great Lakes office also inspected and passed 6350 lbs. butter, 7850 dozen eggs and 819 lbs. cheese for the Navy. The San Pedro office inspected 34809 lbs. bread, 6883 lbs. butter and 2572 lbs. cheese for the Navy. The Vallejo office inspected 37533 lbs. bread and 487 lbs. rolls for the Navy. The New York office also inspected for the U.S. Department of Justice (Federal Jail) 5000 lbs. vegetables.

RECEIVING-POINT INSPECTIONS DURING APRIL, 1932

Markets	Total Inspections	Inspections Same Month 1931	Inspections for Carriers	Declined for Lack of Time	Total Fees
Atlanta	42	64	4	2	$ 198.84
Baltimore	76	57	2	0	302.00
Birmingham	-	12	-	-	-
Boston	~~240~~ 328	302	~~0~~ 240	0	1,226.67
Buffalo	34	26	5	0	118.00
Chicago	111	240	1	0	501.59
Cincinnati	34	55	1	0	163.52
Cleveland	31	43	1	0	193.18
Columbus	15	29	0	0	61.86
Dallas	17	22	0	0	100.77
Denver	36	36	4	0	149.64
Des Moines	12	14	0	0	48.00
Detroit	52	89	0	0	216.10
Fargo	2	-	0	0	10.00
Fort Worth	9	8	1	0	32.50
Harrisburg	5	4	3	0	20.00
Houston	20	20	0	0	82.40
Indianapolis	11	24	0	0	39.50
Jacksonville	48	109	0	0	204.95
Kansas City	55	73	12	0	213.60
Los Angeles	11	8	3	0	32.50
Louisville	3	6	0	0	12.00
Memphis	37	41	26	0	152.00
Milwaukee	94	134	38	0	319.00
Minneapolis	24	117	0	0	98.00
Newark	80	77	9	0	302.10
New Haven	54	59	5	0	257.88
New Orleans	89	107	10	0	141.50
New York	773	1087	217	2	2,274.09
Norfolk	19	9	0	1	110.29
Omaha	30	58	23	0	101.81
Philadelphia	174	254	1	0	450.87
Phoenix	1	-	0	0	4.00
Pittsburgh	70	86	6	0	304.50
Portland	32	10	27	0	130.00
Providence	23	29	4	0	90.45
Rochester	14	21	0	0	68.40
Sacramento	1	0	0	0	8.00
St. Louis	113	169	63	1	373.50
Salt Lake City	2	10	0	0	8.00
San Francisco	2	12	0	0	1.50
Scranton	14	-	3	0	49.50
Seattle	42	3	37	0	116.50
Springfield	49	22	10	0	227.33
Toledo	5	18	0	0	21.00
Tulsa	13	12	1	0	139.14
Washington	48	53	1	0	263.90
Wilkes-Barre	13	26	4	0	52.60
TOTAL	~~2,680~~ 2,768	3,655	~~522~~ 762	6	$9,933.58

(See additional data, middle of next page)

9c. AN IMPORTANT APPLE MEETING IN WASHINGTON

The conference room in the Bieber Building, Washington, D.C., was the scene of an important meeting of apple interests on Wednesday. At the invitation of former Governor Harry F. Byrd, of Virginia, the presidents of horticultural societies and representatives of other organizations interested in apples assembled from most of the barreled apple States east of the Mississippi River. Including members of the Bureau staff in Washington, about 40 persons attended these meetings on Wednesday morning and afternoon. Mr. Byrd presided, and there were spirited discussions regarding the marketing situation for apples, with particular reference to export shipment requirements to meet the various decrees or embargoes issued by France, England and other European countries, as well as by Argentina.

The sentiment expressed at this conference favored the issuance during the 1932 season of the Export Form Inspection Certificates only on lots of apples which are of a higher grade than Unclassified. While the exportation of apples to France will be limited to stock which is free from San Jose scale, the majority of those present at the conference believed that it would not be desirable to export apples to any other foreign country which show more than 2% of San Jose scale. The other policies of the Inspection Service, govering the issuance of the Export Form Certificates as to freedom from spray residue, apple maggot and other worms, will be continued next season. Detailed instructions to inspectors regarding all of these matters will be issued in due time or as soon as definite policies have been decided by the Bureau.

10c. SPECIAL INSPECTIONS IN CLEVELAND AND BOSTON DURING APRIL

The following inspections were made during April under agreement with the Northern Ohio Food Terminal at Cleveland:

Total	1,701
Nickel Plate	1,427
B. and O.	16
Erie	15
Pennsylvania	113
Kroger's	67

The following inspections were made during April for various city institutions in Boston under a special agreement:

Passed	256,452	3/4 lbs.
Rejected	9,264	"
Total	265,716	3/4 lbs.

11c. CALIFORNIA VALENCIA ORANGES GETTING UNDER WAY

Walter Kingsbury sent the following information from Los Angeles May 9:-

"The Valencia orange season is getting under way in California and the Navel season is winding up. Shipments of Valencias have been moving for some time from the Porterville district but have little more than started in southern California. The bulk of shipments from this part of the State still consists of Navels, but it is estimated that, with about 500 cars yet to go, the season will be practically finished in a couple more weeks.

"Local estimates of this season's Valencia shipments are about 39,000 cars for the State, as compared with some 34,000 cars last season. Judging from the Valencias which have appeared on the Los Angeles market, the average size will be somewhat smaller than usual."

R. C. BUTNER,
Specialist in Inspection.

REGULATORY ACTIVITIES

1e. HEARINGS IN P.A.C. CASES TO BE HELD IN WASHINGTON

The following hearings under the Perishable Agricultural Commodities Act have been announced by the U. S. Department of Agriculture. Judge R. L. Dillman, of the Solicitor's Office, has been assigned as examiner to preside at the hearings, which will be held in Room 202, Administration Bldg., Dept. of Agriculture, Washington, D. C.

Date	Parties Involved
May 16	Gillarde-Bruns Co., Chicago vs. W.H. Harrison Co., Washington.
May 17	Burton Produce Co., Denver, Colo. vs. Wm.W.Leishear & Son, Washington, D. C.

2e. A LOS ANGELES FIRM AWARDED DAMAGES IN P.A.C. CASE

The Secretary of Agriculture has ordered Crenshaw, Currie & Co., Inc., of Richmond, Va., to pay $274.52 to the Peppers Fruit Co., of Los Angeles, Calif., as the result of a hearing held under the Perishable Agricultural Commodities Act.

This case involved a car of Tokay grapes, which Peppers sold to Crenshaw, Currie & Co., Inc., at 70¢ f.o.b. Upon arrival of the grapes in Richmond, a member of the firm of Crenshaw, Currie & Co., together with Alfred Rose, the broker, inspected the car, and they testified that the grapes showed wet, some mold, and berries dropping from bunches, with rotten stem caps. The grapes were also inspected by the Moorhead Inspection Bureau which reported 15% to 30% showing weak stem caps, followed by decay and mold, and stated that the stems were fresh and green but that the berries were shelling freely and all caps were showing decay or breakdown, and that the berries in the bottoms of packs were wet, sticky and badly marked by pack pressure, but that the berries were fresh and fairly clean.

The shipper was advised by the broker of the buyer's dissatisfaction and offered an allowance of 10¢, which was refused and a counter offer made of $1 delivered. This counter offer was refused by Peppers, and Government inspection was requested. The Federal inspector at Norfolk was unable to go to Richmond, and the broker asked that the car be released in order that Crenshaw, Currie & Co. might start selling it. To this Peppers replied that he was diverting the car elsewhere to secure Government inspection. The broker protested this action, saying the buyer demanded inspection at Richmond and that they were asking that an inspector from Washington, D. C., be sent to Richmond. The car was diverted to Washington, D. C., and was inspected at that point. The certificate stated: "Berries in most lugs dry; some lugs show one-half to practically all berries wet. Berries firm and fresh, mostly well attached; shattering berries range from 2% in some lugs to 10% in others, averaging 8% shattered. Main stems mostly green; lateral stems turning brown. Decay ranges from less than ½% in some lugs to 4% in others, averaging 2%. Decay is Gray Mold rot, 1% to 2% crushed berries next bottoms of boxes. Grade: meets quality requirements for U.S. No. 1 grade,- decayed, wet and crushed berries being factors of condition."

After being inspected at Washington, the grapes were sold to a local

house and damages claimed by Peppers in the amount of the difference between the net price received and the invoice price originally agreed on. Crenshaw, Currie & Co. filed a counterclaim for damages in the sum of $294, or 35¢ on 840 crates, basing this claim on a selling price of $1.65 to $1.70 per crate. They based this claim on the contention that the grapes failed to comply with the sale-contract specifications; that there was a strong market for grapes at the time, and that by reason of the failure of the grapes to comply with specifications they were without grapes to sell and suffered loss in the amount indicated.

The Secretary held that, at the time this shipment was made, Rule 11 of the Standard Rules and Definitions of Trade Terms, as promulgated by various trade organizations and understood by the trade, provided that f.o.b. means "that the commodity quoted or sold is to be placed free on board the car or at ship side at shipping point in suitable shipping condition, and that the buyer assumes all risks of damage in transit not caused by the shipper, whether there is a bill of lading to the order of the shipper or not." The Secretary concluded that the grapes complied with the specifications at the time of sale and were in suitable shipping condition and that the Peppers Fruit Co. should be awarded damages because of the rejection of the car. The Secretary further ordered that the facts be published.

3e. FALSE AND MISLEADING STATEMENT MADE BY YOUNGSTOWN DEALER

The Secretary of Agriculture has found Mathew Mercurio, of Youngstown, Ohio, operating and doing business as Mathew Mercurio & Co., guilty of making a false and misleading statement in violation of the Perishable Agricultural Commodities Act.

Mercurio bought a car of potatoes from K. W. King & Co., of St. Paul, Minn., to be U.S. No. 1 Cobblers. Upon arrival of the car, Mercurio wired King that the potatoes were not graded and that quite a number of them were cut, and asked for an allowance of 10¢ per cwt. King wired back that the car graded U.S. No. 1 at shipping point and that, if Mercurio had not started unloading, to order Government inspection. Mercurio then wired King that the sale price would have to be reduced 10¢ per cwt. and otherwise the shipment would have to be refused. But he had already unloaded the potatoes and, by such action, had accepted them. The Secretary found that this wire constituted a false and misleading statement within the meaning of Section 2, Par. 4, of the Act, and ordered that the facts be published.

Manufacturers Record for May 5 says: "More than 8,200 carloads of citrus fruits were shipped from the lower Rio Grande Valley of Texas during the season just closed. Today the Valley has about 1,000,000 citrus trees in full bearing, with 7,000,000 trees in various stages of growth on 100,000 acres, and it is declared that less than half the land suitable for citrus culture in that area has as yet been planted to trees. Referring to the record fruit shipment, the Houston Post asserts that the lower Rio Grande Valley has proved its ability to produce in large quantities citrus fruits of extra fine quality. With the number of new trees beginning to bear in the next year or two, the question of finding a market for the increasing crop is even more important."

4e. ADDITIONAL HEARINGS IN THE FIELD

The following hearings under the Perishable Agricultural Commodities Act have been announced by the U.S. Department of Agriculture. C. P. Dorr, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:-

Date	Place	Parties Involved
May 17	Yonkers, N.Y.	S. Nightingale & Co., Fort Fairfield, Maine, vs. Yonkers Fruit Co., Inc., Yonkers, N. Y.
May 18	New York City	R. D. Monahan, Inc., Freewater, Oregon, vs. Murphy Fruit Co., New York City
May 19	Newark, N. J.	R. C. Shreve, Rochester, N.Y., vs. L. A. Peyser & Co., Inc., Newark, N. J.
May 20	Waterbury, Conn.	Biederman Bros. Produce Co., St. Louis, vs. D. H. Feinn & Co., Waterbury, Conn.
May 21	Boston, Mass.	West End Produce Co., Uniontown, Pa., vs. R. F. McDonald, Littleton, Mass.
May 23	Bangor, Maine	J. Thomas Burnett, Richmond, Va., vs. W. H. Martin, Bangor, Maine.
May 24	Limestone, Me.	Diamond Fruit Co., Cleveland, Ohio, vs. Louis Marks, Limestone, Maine.
May 26	Boston, Mass.	H. A. Spilman, vs. Edward S. Snow, Winthrop, Mass.
May 26	Boston, Mass.	Edward B. Clapp, Easthampton, Mass., vs. Edward S. Snow, Winthrop, Mass.
May 27	New York City	Gillarde-Bruns Co., Chicago, Ill., vs. Murphy Fruit Co., New York City.
May 31	Syracuse, N.Y.	Richard A. Hoff & Dayton Lester, Newark, N.Y., vs. Martin Distributing Co., Syracuse, N.Y.
June 1	Buffalo, N.Y.	Tifton Produce Co., Tifton, Ga., vs. W. C. Will & Co., Buffalo, N. Y.

- H. A. SPILMAN, Acting in Charge.

OFFICE NOTES:

Paul M. Williams, in charge of the Canned Fruit and Vegetable Grading Service, expects to leave Washington early next week for an extended trip to the West. He probably will stop at Cleveland, Chicago, Des Moines, Denver, Salt Lake City, Seattle, Portland, Los Angeles, Tulsa, Indianapolis, Cincinnati and other points in the States indicated. Mr. Williams will try to determine which of our branch offices have sufficient and suitable space for this special work in the grading of canned products and probably will instruct some of our men in methods of grading certain products in their respective localities. He may be absent until mid-June.

Loyde M. Billman, assistant to Mr. Williams, went to the University of Maryland, at College Park, on Thursday afternoon and addressed the class in marketing relative to the work of this Bureau in the grading of canned fruits and vegetables.

J. C. Bigger, in charge of the Philadelphia office of the Canned Fruit and Vegetable Grading Project, spent Thursday in the Washington office, conferring with members of the local staff. He has now returned to Philadelphia.

(Over)

OFFICE NOTES (CONTINUED):

Robert Bier, of the Washington inspection staff, went to Richmond, Va., early Monday morning for the purpose of conferring with local officials regarding shipping-point inspection work for the coming season. He then proceeded to the important strawberry districts of North Carolina, where he conferred with inspectors who are handling berries in that State. He returned to his desk on Thursday morning.

Miss F. O. Myers, of the Chicago inspection office, was a visitor in the Washington office this week. She formerly worked in Washington.

C. P. Dorr, of the Solicitor's Office, and Miss Florine Colvin, official stenographer, expect to leave Washington on Sunday for various points in the Northeast, where they will conduct hearings under the P.A.C. Act, as listed on another page of this D.L.

O. G. Strauss, Supervising Inspector in Florida, went to Atlanta the early part of this week to confer with State officials regarding the shipping-point inspection work in Georgia for the coming season. Mr. Strauss, as usual, will supervise the work in Georgia, when shipments of peaches begin.

H. F. Willson closed the market-news field station at Winter Haven, Fla., last Saturday, and will operate the service on potatoes at Mobile, Ala., beginning next Monday, May 16.

R. E. Keller completes the season's market reports at Grand Rapids, Mich., next Saturday, May 21, and will then go to the Chicago office for a brief period.

W. D. Hull will close the field station at Hastings, Fla., this week and return to his headquarters in the Chicago office of the Market News Service.

R. L. Sutton, who has been operating the news service on strawberries at Hammond, La., since mid-March, will close that station today, and then go on annual leave.

R. M. Peterson expects to close the field station at Bradenton, Fla., on Wednesday of the coming week and open the service on watermelons at Leesburg, Fla., about May 25.

G. W. Winfrey, who is now in charge of the Louisville, Ky., office, has advised us that his residence address in Louisville is 1805 Rosedale Ave. and his residence phone number is Highland 2919-J. Please make these changes or additions on the list of inspectors.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 20 May 20, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. AN IMPORTANT REPORT ON AUCTION SALES IN CITY MARKETS

J. W. Park is author of a preliminary mimeograph report of 10 pages, entitled: "Auction Sales of Fruits and Vegetables in City Markets." This is a statistical summary of sales in city auction markets of the United States, with a brief discussion and explanation of tabular material. It revises, brings up to date, and adds to the statistical information in Dept. Bulletin No. 1362, published in 1925.

The 13 auction markets covered in the report are the following:

Baltimore	Cleveland	New Orleans	Pittsburgh
Boston	Detroit	New York	St. Louis
Chicago	Minneapolis	Philadelphia	St. Paul
Cincinnati			

Auction sales in 12 of these markets, not including New Orleans, totaled 157,000 cars in 1930, compared with 127,000 cars in 1924. New Orleans reported sales of about 2,000 additional cars in 1930. The gross value of the fruits and vegetables sold at auction in the 13 markets in 1930 was about $221,058,000, as against a gross value of $155,000,000 in 1923.

The 1930 auction sales, classified generally by commodities, included:

	Carloads		Carloads
Citrus Fruits	54,643	Bananas	28,762
Deciduous Fruits	61,293	Pineapples	3,624
Melons, vegetables, etc.	10,740	Total	159,062

In the 13 markets during 1930 the auction sales, exclusive of bananas, represented about 26% of the carlot unloads of fruits and vegetables, ranging from 11% in Minneapolis to 34% in New York City.

One of the most interesting features of this report is a list showing 56 different fruits and vegetables sold at auction in New York City in 1930, classified by States or countries of origin.

PLEASE NOTE that copies of this report have been mailed to all market-news offices. Inspectors or others who desire copies can obtain them on request to Mr. Pailthorp's office in Washington.

2a. AN EMBARGO ON WESTERN PRODUCTS TO CANADA

"Canada's embargo on all vegetables and ground-fruits from California, Oregon, Nevada and Arizona has upset the northwestern produce trade to a material degree. This embargo, established as a result of the recent foot-and-mouth disease outbreak in Orange County, California, is for the protection of the Dominion's dairy interests, and latest unofficial advices indicate that the Canadian authorities are not contemplating either modification or nullification in the immediate future. Meanwhile, the Canadian trade is drawing their produce requirements largely from the Gulf States, with Texas, Louisiana, and Florida shipments now en route to Vancouver, B.C. The embargo is effective for the entire Dominion of Canada." -(from J. D. Hamilton, Portland, May 9)

MARKET NEWS SERVICE

1b. SPRING CROP MOVEMENT BECOMING ACTIVE IN NORTHWEST

T. R. Hall, of the Seattle office, included the following interesting comments in a northwestern review dated May 12:-

"The 1932 season for northwestern produce is moving forward with increased momentum, and gradually the problems of disposing of last season's apple and potato crops are fading away. From the hothouse and field plantings of rhubarb in western Washington, the scene of harvesting activities shifted to the asparagus patches of Walla Walla and lower Yakima Valley, and within two weeks will again move to the Iceberg lettuce acreage of the Puget Sound district. Meanwhile, it is expected that Walla Walla and Pasco districts will start cutting Iceberg lettuce for carlot shipments before May 15.

"Local estimates place the value of asparagus shipped fresh from lower Yakima Valley districts in excess of $84,000. The carlot movement from Washington, exclusive of liberal auto-truck movement to nearby markets, already exceeds 80 cars. However, as eastern markets are presently being nearly supplied with their own locally-grown stock, the Washington shipping season is now on the wane. Declining prices have automatically diverted later cuttings to the cannery trade and to nearby markets.

"Conditions have been exceptionally favorable for the growth of tomatoes in the Walla Walla Valley, and the acreage has been materially expanded over previous years. Over 1,000,000 plants are gowing in that district alone. The quality of Iceberg lettuce in the southeastern part of Washington is reported good, and first carlots are ready for shipment fully two weeks ahead of Puget Sound lettuce. Sizes are generally 5 dozen to the crate; solidity of the heads is satisfactory, and shippers are tentatively asking $3-$3.25 per crate. Some interest is being shown by Canadian buyers and by the North Central markets of the States. The Walla Walla onion crop is about two weeks to a month late this summer and, from current indications, will not be ready before mid-July.

"Truck crops of all kinds are making satisfactory progress in western Washington under the influence of warmer weather and adequate moisture. Green peas, cabbage, cauliflower and Iceberg lettuce plantings are all growing rapidly. Prospects of a later season for green peas are encouraging to shippers, who point out that some of the competing districts nearer large markets will be past the peak of their harvest by the time the Washington crop is ready."

2b. MICHIGAN SHIPPED MORE THAN TWICE AS MANY POTATOES AS LAST SEASON

R. E. Keller sent the following market notes from Grand Rapids in a letter of May 14:-

"Movement of the 1931 Michigan potato crop is about finished. It is expected there will be a movement of 200 to 250 cars next week (May 16 to 21), and 100 cars each for the two following weeks. Shipments to date from Michigan total 7,944 cars. With a remaining probable movement of 400 cars, total shipments will likely be around 8,400 cars. This compares with the total output last season of 3,379 cars. Demand and trading have been quite limited during the past week, with the market somewhat lower."

3b. A REPORT ON LOUISIANA POTATOES AND OTHER PRODUCTS

The following report on Louisiana products came from J. W, Coleman, of the New Orleans office, under date of May 11:-

"The potato season has opened in Louisiana, and first cars shipped early this week sold at $3.50 per 100-pound sack, f.o.b. usual terms. (Editor's note: The price has since dropped to $2.25.) At present most of the shipments consist of straight cars of Bliss Triumphs. Last year Louisiana shipped about 4,400 cars of potatoes,and the expected total this season is around 2,200 cars.

"Louisiana cucumbers appeared on the market this week and first arrivals sold at $4 per bushel. Louisiana snap beans were plentiful and sold at 40¢-60¢ per bushel today, compared with $5.50 about two weeks ago. Several thousand crates of Louisiana strawberries are coming to New Orleans daily and prices range 35¢-75¢ per 24-pint crate. First sales of Louisiana celery were reported this week at 75¢ per dozen stalks or $2.50 per 10-inch crate.

"Two cars of Cuban watermelons have come to New Orleans this season, but the demand is very slow. Tom Watsons averaging 25 pounds are selling at 60¢-75¢ per melon."

4b. TOMATOES NOW OF MOST INTEREST IN RIO GRANDE VALLEY

On May 15, W. D. Googe wrote as follows from Brownsville, Texas:-

"The past week in the lower Rio Grande Valley was featured by rains which held back shipments of tomatoes and other commodities. Total movement for the week has been approximately 350 carloads. The Coastal Bend section has been shipping considerably heavier, but the bulk of that movement has consisted of onions. Prices of most products have tended downward.

"Of the Valley crops, tomatoes are now the center of interest. Growers are being paid around 4¢ a pound for mature green stock, and what few cars have been sold brought mostly $2.25 per lug on a usual-terms basis and about 25¢ less cash-track. If weather does not interfere, the coming week probably will see a fairly active tomato deal in this section. The Yoakum section is about ready, the peak of that deal being expected around June 1.

"Heavy shipments of snap beans from Louisiana and Florida resulted in a collapse of the Valley bean market. It is claimed by some shippers that several hundred cars of this commodity will be allowed to go to waste, because of low prices. Occasionally a part car is sold for 75¢ or $1 per bushel hamper. Some growers have permitted men with trucks and hampers to pick all they want, with a desire to help them make anything they can by peddling the beans.

"The first cars of green corn have been moved. A light movement of a car or two daily can be expected during the coming week, and shipments may be fairly active the week beginning May 22. There are scattered fields of cabbage, carrots and beets, from which orders for mixed cars may be filled. The cucumber deal in the Valley is attracting a great deal of attention just now, and prices so far have been satisfactory."

5b. ANOTHER SUMMARY ISSUED

The San Francisco office has released a summary on "Marketing California Plums, 1931 Season," by C. J. Hansen and O. W. Holmes.

-- IF YOU EVER FAIL TO RECEIVE YOUR DIVISION LETTER, ASK FOR A COPY. --

6b. A DISAPPOINTING SEASON FOR LOUISIANA BERRIES

Last Saturday, before leaving Hammond, R. L. Sutton issued a 4-paged preliminary review of the 1932 Louisiana strawberry season. He discussed the adverse conditions prevailing this year and then added these remarks among others:-

"All other factors notwithstanding, the loss to the growers of Louisiana strawberries in 1932 can be attributed more than anything else to the deplorable economic conditions existing throughout the United States. With millions of people out of employment, and most other wage earners either working with reduced wages or only part time, the consumption of such a delicacy as strawberries necessarily must be curtailed.

"It is doubtful if total movement for the 1932 crop will reach 2,600 cars. Last season, the rail shipments amounted to about 4,720 cars. ***Total value of the crop this season will scarcely reach $3,000,000, whereas last year the value of the crop exceeded $8,000,000. The cars selling at auction showed an average for the season of approximately $1.80 per crate, but the average selling price for the total cars shipped will fall considerably below that figure. *** Cold packers became active during the latter part of the deal. Prices on stemmed and washed berries ranged mostly 2½¢-3¢ per pound."

7b. INTERESTING NEWS ON TEXAS ONIONS

A. M. McDowell included the following information in a letter of May 15 from Corpus Christi, Texas:-

"Rail and boat shipments of Texas onions during the past week totaled 775 cars, or only slightly over half the number shipped the week before. The Coastal Bend district originated 643 cars, or over 80% of the total. About 50 cars each were shipped from the Winter Garden and Eagle Pass districts, and Raymondville and Laredo were still shipping a car or two daily.

"Movement from the Wilson County -Karnes County district (about 100 miles northwest of Corpus Christi) was 16 cars, but harvesting was expected to start in earnest during the coming week. Estimates for the district vary from 800 to 1,400 cars. Dry weather delayed the crop and for a time threatened to cut down production to a very low figure, but the drought was finally broken and indications are for fair yields.

"The total movement in the Coastal Bend district is now estimated to run between 2,500 and 3,000 cars. As the movement to date is 1,540 cars, apparently half the crop has been shipped. Well over half the acreage has been harvested, but much of the stock is being held in sheds. Growers are profiting by their sad experience of last year, when wet weather ruined much of the crop, and are getting the stock under cover as soon as possible. Cost of production in this district is said to be very low.

"The first cargo of onions ever to leave the local port went out last Tuesday. A larger cargo of 100 to 110 cars is being loaded to go out this Tuesday, and other boats are expected later. About two-thirds to three-fourths of these shipments are trucked directly to the pier, mostly from points within a radius of 25 miles. The all-water rate to New York from Corpus Christi is $138 per car of 500 50-pound sacks, compared with $190 by rail-water route via Galveston and $270 by all-rail route. Since the inauguration of this service there has been a marked decrease in rail forwardings to New York."

8b. A NEW REPORT ON TRUCK MOVEMENT INTO UTAH FROM THE SOUTH

L. S. Fenn, of the Salt Lake City office, sent the following report in a letter dated May 14:-

"With danger of spring frost practically over, growers in Utah are looking forward to a good fruit crop. Cherries are growing rapidly, under ideal moisture and weather conditions. The crop is the heaviest in several years. In addition, considerable new acreage will crop for the first time. The new acreage is all Bings and Lamberts. Dealers are looking ahead to being able to load straight cars with these two leading varieties. The season is late and shipments probably will not start until after the Fourth of July.

"All sections of the State also report a heavy set of apples, pears and peaches. Some orchards, however, are still suffering from the severe drought of last season.

"Some interesting figures have just been collected as to the truck movement of fruits and vegetables into the State of Utah from California and Arizona. The State Road Commission established a weighing station at the gateway to the State on the south. Recently the State Board of Agriculture arranged to cooperate with the Road Commission and also check all trucks for potatoes being brought into the State without quarantine certificates. In addition to this work, the station has agreed to furnish this office with a weekly report of all northbound trucks carrying fruits and vegetables, entering the State, most of which unload in Salt Lake City. This report shows the truck number, date, net pounds of fruits and vegetables, and, in general, the kind of produce carried, whether mixed vegetables, citrus fruits or bananas, etc.

"For the last 23 days in April, 201 trucks of fruits and vegetables were checked, amounting to 1,430,789 pounds of produce, equivalent to 55 carloads. One day there were 21 trucks of produce."

9b. LAST REPORT OF SEASON FROM ROCHESTER OFFICE

A. L. Thomas sent the following as his last report of the season. The letter was dated May 17 at Rochester:

"The demand for apples has been limited during the past week, and prices held about steady. Most of the remaining apples show advanced stages of maturity, and dealers report only a limited number of cars of really good stock left. Shipments are averaging 15 to 20 cars daily, and the bulk of this movement is being consigned. Total movement to date has filled 8,830 cars, as compared with 15,300 last season to the same date.

"The potato season is practically finished. A weaker tendency has prevailed recently, and most dealers discontinued buying from the growers. Daily movement is ranging from 14 to 20 cars, and another two weeks will practically clean up the shipping districts. Shipments to date are a little over 5,500 cars, or 1,300 more than last season."

10b. REVISED CODE PAGES "MA" AND "NO" DISTRIBUTED

Under separate cover there are being mailed to all offices which use the code the following revised code pages:

MA (Celery)
NO (Pears)

These pages are to be effective on May 26. If your copies are not received, please notify the Washington office.

11b. ADVERTISE AUCTION REPORT IN DAILY BULLETINS

All market stations in cities where auctions are located, and any other market stations or temporary field stations which think the material would be of interest to subscribers, are requested to run the following boxed notice in their daily mimeographed market reports for two or three days after receipt of this D.L. The auction report, which is to be advertised in this way, is the one described on the first page of this D.L.:-

"AUCTION SALES OF FRUITS AND VEGETABLES IN CITY MARKETS" is the title of a 10-paged mimeographed preliminary report, recently issued by the Fruit and Vegetable Division, Bureau of Agricultural Economics, Washington, D. C. Copies can be had on request by all persons interested in this report, which includes many valuable data relating to city auction sales. Send your request directly to the Washington, D. C., office.

12b. NORTH CAROLINA STRAWBERRY SEASON WANING

J. C. Keller wrote as follows in a letter of May 18 from Chadbourn:-

"The peak of the North Carolina strawberry movement was probably reached Monday, May 16, when about 100 carloads were rolled to market, of which 53 went by truck. Tuesday's shipments amounted to approximately 45 carloads. The local shippers expect moderately heavy haulings today (May 18), Friday and Monday.

"Trucks have played a very important role in moving the North Carolina strawberry crop, more so than in the past. Of the 890 cars shipped through May 17, approximately 513 were transported by truck, while of the 1,442 cars shipped through the corresponding date last year only 527 carlot equivalents were moved by truck.

"A much-needed rain was falling in the Chadbourn district this afternoon. The fields have been dry and the size of fruit picked the last two days was small. Crown berries were checked in their growth by the past few days of dry weather and, unless the rain is reasonably heavy, they will not attain size or quality enough for shipment, except as juice stock.

"Reports from Rose Hill and Wallace are to the effect that, unless the fields receive some rain in the next day or two, the period of heavy movement will be practically over by the end of this week."

13b. PRELIMINARY REVIEWS ISSUED

After closing the field station on lettuce at Brawley, California, A. E. Prugh and L. T. Kirby published a 5-paged mimeographed review of the 1932 Imperial Valley Lettuce Season.

H. F. Willson, since closing the station at Winter Haven, Fla., has published a 20-paged mimeographed preliminary report on Distribution of 1931-32 Florida Citrus Shipments, with comparative figures for preceding year.

ACREAGE OF GREEN PEAS FOR MANUFACTURE this year may be only 205,450 acres in 23 States, or 20% less than last year.

14b. MARKET REPORTS WELL RECEIVED AT CORPUS CHRISTI, TEXAS

During the first week of May, the field station at Laredo was closed and A. M. McDowell moved his headquarters to Corpus Christi, where he has since been publishing the daily reports on onions. He included the following information in a letter dated May 15:-

"The move from Laredo to Corpus Christi appears to have been fully justified by the interest taken in the reports here. The opening of the local office was heralded in the Corpus Christi Times in headlines, and a representative of the paper calls daily for information on shipments and shipping-point prices and these are usually given prominence on the front page of the paper. The local radio station also broadcasts this information at 11 o'clock each morning. I am also making about 15 telephone calls, six of which are by long distance, each morning to give out the shipment figures. Most of the local dealers are well scattered over town and, as the calls are made at a time when they do not greatly interfere with other work, I have not made an attenpt to reduce the number of calls.

"At the suggestion of one of the shippers, both the Western Union and the Postal telegraph companies ask for copies of the bulletin and are delivering them to interested parties. This is being done free of charge and is appreciated by the trade, as they receive the reports within a few minutes after release."

15b. RECENT HEAVY EXPORTS OF NORTHWESTERN APPLES

The following information was included by J. D. Hamilton, of the Portland office, in a northwestern review dated May 9:-

"Washington's apple movement last week was greater than in any week since March. This activity is in response to some large export sales for shipment to France from New York City around May 14. One or two of the largest apple cargoes of the entire season are leaving the United States at that time, for French and German distribution. Apple storage holdings as of May 1 were 1,137 cars in Wenatchee and 1,789 cars in the Yakima district. This storage volume is liberal, although probably not excessive. Shippers have slightly reduced their quotations on Winesaps, with Extra Fancy 163's and larger quoted at 65¢-70¢ per box, f.o.b. usual terms at shipping points, strapped for export."

16b. MISSISSIPPI CABBAGE ACTIVE

B. E. Surry wrote as follows from Crystal Springs in a letter of May 16:-

"Dry warm weather of the past two weeks is causing some anxiety among shippers and growers regarding further development of Mississippi vegetable crops. Cabbage has almost stopped growing and sizes are running slightly smaller than a week ago. Without rainfall, the late cabbage crop may not reach sufficient size to warrant harvesting. Shipments of 140 cars from Mississippi last week represent the heaviest movement to date, although loadings dropped off considerably the latter part of the week. Demand was much slower and, along with heavier shipments for the country as a whole, the cash-track price for lettuce crates and standard crates declined 75¢ to a level of $2.50. Pony crates were 50¢ lower than the week before, or $1.50 per crate." - (See remainder of this letter at bottom of page 325.)

17b. HEAVY RAINS RETARD ALABAMA POTATO MOVEMENT

In his f.o.b. report received this morning from Mobile, H. F. Willson stated that 6½ inches of rain had fallen in southern Alabama during the past three days. A letter which he wrote on Tuesday, May 17, reads as follows:-

"The Alabama potato season is well under way. Shipments for Monday were 64 cars, which was over half the volume of new potatoes shipped on that date. Both Texas and Louisiana had rains on Monday, and the available supply of new potatoes is rather limited. It rained practically all day here in Alabama on Tuesday, May 17, and the forecast is for continued rain tomorrow. The loadings were very light, account of weather, and the f.o.b. market was stronger, with most late sales at $2.35 per 100-pound sack of U.S. No. 1 Bliss Triumphs, usual-terms basis.

"With favorable weather conditions, Baldwin County will be practically through with most of its crop by the end of next week. There will be some scattered digging of replanted fields for another week or so, following the heavy movement. Both Escambia and Mobile counties have a relatively larger proportion of Alabama's potato crop than during recent seasons. The plantings in those two counties, which are somewhat later than Baldwin County, were not injured to any appreciable extent by the March cold wave, while the early plantings in Baldwin were severely damaged and there was considerable replanting.

"Yields show a wide range, from as low as 40 to 60 bushels per acre in some of the fields which were badly damaged by the freeze to as high as 150 or 160 bushels in those more-favored. In most of the replanted fields, the crop has come along very rapidly and the prospects are good for both yield and quality. Some of the early estimates of the total movement from the State were 1,800 to 2,000 cars, but with the replanted and later sections showing up well this figure is undoubtedly too low."

18b. FLORIDA BEAN MARKET BROKEN BY HEAVY SHIPMENTS

The following report came from J. B. Owens, in charge of the Belle Glade office, under date of May 17:-

"The bean shipping season in the Lake Okeechobee section has come to a very abrupt close. Heavy shipments and a toboggan market tell the brief history of the spring deal here. Monday and Tuesday of last week were the heaviest days of the season, with 46 and 48 cars respectively. These shipments were supplemented with heavy movement from other sections, all of which demoralized the f.o.b. market. Florida alone forwarded 455 cars of beans last week and other States 345 cars, the total being twice that of the preceding week. Growers continued to load their best quality as long as they could get 75¢ a hamper, but it now looks as if there will be few if any more sales at this price. Over 50% of the potential movement will be left in the fields for seed.

"The tomato crop is enjoying a more favorable situation. Several weeks ago the crop was reported as deteriorating very fast, and it looked as if the season would be much shorter than usual. The quality and size of the fruit have improved considerably and shipments will continue into June, provided there are no heavy rains. Tomatoes from this section have a tendency to be puffy under normal conditions, and one or two heavy rains would damage the quality very much and possibly stop shipments entirely. The best tomatoes are now coming from the south end of the Lake. The plants in this section were severely damaged by the frost in March and many were killed. Those which survived were pruned back, and these plants are furnishing the present movement."

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus #	Oct. 15	April 9 #
			Vegetables	Dec. 7	June 3
CORPUS CHRISTI, TEXAS Chamber of Commerce	801	A. M. McDowell	Onions	May 6	June 4
CRYSTAL SPRINGS, MISS. City Hall Bldg.	809	B. E. Surry	Vegetables	May 5	July 1
CHADBOURN, N. C.* Britt Bldg.	805	J. C. Keller	Strawberries	May 5	May 28
BRAWLEY, CALIF.* Planters Hotel Bldg.	808	A. E. Prugh	Cantaloupes	May 9	July 9
MONETT, MO.* 1st Nat'l Bank Bldg.	857	R. G. Risser	Strawberries	May 14	June 4
MOBILE, ALA.* 207 P. O. Bldg.	924	H. F. Willson	Potatoes	May 16	June 11
POCOMOKE CITY, MD.*	878	V. H. Nicholson	Strawberries	May 23	June 18
			Potatoes	June 13	July 30
			Cucumbers	July 5	July 23
			Cantaloupes	July 25	Aug. 13
LEESBURG, FLA.*	912	R. M. Peterson	Watermelons	May 23	June 25
The following stations probably will open on dates indicated:					
WASHINGTON, N. C.*	926	R. L. Sutton	Potatoes	May 31	June 30
JACKSONVILLE, TEXAS*	811	W. D. Googe	Tomatoes	June 6	July 2
The following stations close on dates indicated:					
ROCHESTER, N.Y.* 300 Terminal Bldg.	837	A. L. Thomas	Pears	Sept. 2	Oct. 27
		H. S. Duncan	Onions	Sept. 2	April 16
			Carrots	Sept. 2	April 2
			Cabbage	Sept. 2	April 9
			Celery	Sept. 2	Jan. 14
			Apples	Sept. 8	May 21
			Peaches	Sept.10	Oct. 3
			Grapes	Sept.23	Nov. 7
			Potatoes	Oct. 5	May 21
BRADENTON, FLA.* Pier Bldg.	850	R. M. Peterson	Vegetables	April 4	May 17
BELLE GLADE, FLA.* Boree's Warehouse	937	J. B. Owens	Beans	April 18	May 21
			Peppers	April 18	May 21
			Tomatoes	April 18	May 21

* State cooperating # Reports discontinued

W. F. Cox in San Francisco.
R. E. Keller in Chicago.
H. E. Rutland at Shin Pond, Maine.
J. B. Owens in Washington office.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date. Report changes by Thursday.

REGULATORY ACTIVITIES

1e. AN INDIANA ONION SHIPPER AWARDED DAMAGES IN P.A.C. CASE

The Secretary of Agriculture has ordered Joseph Chalona Co., of New Orleans, La., to pay $69.25 to Fred McKown, Warsaw, Ind., as the result of a complaint filed under the Perishable Agricultural Commodities Act.

This case relates to a car of U.S. No. 1 yellow onions, bought at $1.95 delivered. Upon arrival, Chalona refused to accept the onions on the ground that they showed slimy decay. The onions were inspected at shipping point and certified as U.S. No. 1 grade. They were again inspected at New Orleans 11 days later for condition, and were found to average less than 2% decay. Chalona contended that his rejection was not only because the onions showed decay but because they were mixed, having much poor quality among the good stock, and that they would not have kept in cold storage. He further claimed that the inspection at the time of arrival did not show the true condition of the onions.

The Secretary held that the contract called for U.S. No. 1 onions delivered at New Orleans; that the evidence showed the onions were U.S. No. 1 upon delivery, and that, therefore, the rejection by Chalona was unjustified and in violation of the law. He thereupon awarded McKown damages in the sum of $69.25, and ordered that the facts be published.

2e. ADDITIONAL PUBLIC HEARINGS UNDER THE P.A.C. ACT

The following hearings under the Perishable Agricultural Commodities Act have been announced by the U. S. Department of Agriculture. E. F. Mynatt, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:-

Date	Place	Parties Involved
May 17	Exmore, Va.	Knabel Produce Co., Pittsburgh, vs. American Distributors, Inc., Exmore, Va.
May 18	Elizabeth City, N. C.	Philip Brodie & Co., Pittsburgh, vs. S. W. Parker, Poplar Branch, N. C.
May 18	Elizabeth City, N. C.	Losman Produce Co., Pittsburgh, vs. S. G. Scott, Elizabeth City, N. C.
May 23	New Orleans, La.	Rianda Packing Co., Salinas, Calif., vs. Segari Distributing Co. and Mallard Brokerage Co., New Orleans, La.
May 24	Montgomery, Ala.	C. T. Harper, Homestead, Fla., vs. Haas-Phillips Produce Co., Montgomery, Ala.
May 25	Morristown, Tenn.	Ed. L. House, Plant City, Fla., vs. Hale Brothers, Morristown, Tenn.

- H. A. SPILMAN,
Acting in Charge.

"OREGON'S CHERRY DISTRICTS report prospects of the heaviest production in many years. If a market of 5¢ per pound to growers prevails, carlot shipments probably will be the heaviest in many years." - J. D. Hamilton, May 16.

INSPECTION SERVICE

1c. IMPORTANT NOTICE REGARDING CLEANNESS AND BRIGHTNESS OF POTATOES

It appears that many inspectors at shipping point are making too general use of the phrase "clean and bright" on potato inspection certificates. It is true that some cars of potatoes are clean and bright, but such cases are exceptional and not the general rule. Attention is called to the fact that the term "bright," as defined in the standards for inspection of potatoes, means "free from dirt or other foreign matter, damage or discoloration from any cause, so that the outer skin has the attractive color normal for the variety." According to this definition, bright potatoes must be clean or free from dirt or other discoloration. Potatoes which are slightly dirty or only fairly clean cannot be bright, although such stock maybe fairly bright. It is believed that the terms "fairly clean" and "fairly bright" will describe the majority of cars of potatoes which are shipped to market.

The use of the terms "clean" and "bright," in describing potatoes which were only fairly clean and fairly bright, has resulted in disputes and claims for allowances on the part of receivers, who are not inclined to accept potatoes as clean and bright unless the stock has been washed. It is true that the practice of washing potatoes has been started in some producing sections, but only a relatively small percentage of cars inspected at shipping point has been washed. Very few cars of potatoes, which have not been washed, are clean and bright, and inspectors must be warned regarding the danger of using any term which is not appropriate or descriptive.

A car of potatoes, originating in one of the western States and certified at shipping point as "clean and bright," was reinspected in Washington this week. While a few of the potatoes in this car were clean and bright, most of them were only fairly clean and fairly bright, and many were slightly dirty and of dull color. The general appearance could have been described as "fairly clean and fairly bright." Some cars of potatoes which have been inspected at point of origin and reported as "fairly clean and bright" were in reality fairly clean and of dull color.

Shipping-point supervisors should bring this matter to the attention of all inspectors working under their supervision and insist on accurate description of cleanness and brightness. The fact that a shipper has confirmed a car of "clean and bright" potatoes is no reason for the use of these terms in the certificate. Cleanness and brightness must be reported without taking into consideration what the shipper claims to have sold or what the receiver claims to have purchased.

2c. AN IMPORTANT CORRECTION IN APRIL REPORT OF MARKET INSPECTIONS

On page 303 of last week's Division Letter appeared the report of April inspections in receiving markets. An error unfortunately slipped into the report for Boston. Total inspections in that market during April were 328 instead of 240, and inspections for carriers were 240 instead of zero. Please at once make these changes on your copy of the report, and change the total of first column to 2,768 and total of the third column to 762.

3c. CITRUS FRUIT FROM TAMPA, FLORIDA, TO NEW YORK BY CHARTERED BOATS

W. C. Hackleman, of the New York office, sent the following report in a letter of May 17:-

"During the latter part of last week and the fore part of this week, we have inspected a boatload of Florida oranges and grapefruit, shipped from Tampa to New York City.

"This vessel, the San Mateo, is owned by the United Fruit Co. and was chartered by a prominent shipping firm of Tampa, Florida, and was loaded exclusively with their fruit. The cargo consisted of approximately 30,000 boxes, about two-thirds oranges and one-third grapefruit. The fruit was packed and stored in cold storage in the Tampa Union Terminal Company, and loaded from there into the vessel. It was reported as all freshly-packed stock and went into the General Cold Storage in Jersey City, which accounts for our request to examine it.

"It was in very good condition, no lots showing more than 1/2 of 1% decay and, in most instances, only a very occasional decay, largely due to box or clipper cuts. The fruit was generally firm and showed no age spotting or other signs of deterioration. Two more boatloads are to follow, according to the cold-storage company and some of the local consignees. This shipper has been forwarding fruit by the Clyde-Mallory Line all spring but, apparently, has found the chartered boats cheaper and has enough volume to warrant using them. I understand that this particular shipment of fruit is not intended for late storage, and they have already begun to remove some of it for sale on the fruit auctions in this city."

4c. TENNESSEE BERRIES SHOWING BETTER QUALITY

T. W. Ayres wrote as follows from Humboldt in a letter of May 14:-

"At the close of the second week of inspection work on the west Tennessee strawberry deal, we have inspected 234 carlots, of which 27 cars were solid U.S. No. 1 grade, six solid cars U.S. No. 2 grade, and the remaining 201 cars were mixed loads and were certified on the basis of percentage of U.S. No. 1 quality on the loads as a whole.

"During the past three days, the quality of the stock is improving. There is less leather-rot and fewer softs and watersoaked berries. The berries are generally firm but are ranging smaller sizes, mostly medium to small. We are having fine clear weather for the strawberry work.

"The strawberry movement probably will continue until May 21 but the number of shipments will decrease fast. We should have a pretty good volume of inspections on Monday and Wednesday of next week (May 16 and 18).

"We expect the cabbage deal in this section to open about May 29 or June 1. The acreage is much smaller than last year but, if the quality is good, the inspections may be close to the number of carlots certified last year."

5c. MINNESOTA POTATO INSPECTIONS NEARLY FINISHED

Geo. W. Christenson, Supervising Inspector, included the following comments in a letter of May 12 from Minneapolis:-

"The potatoes in Minnesota are being cleaned up pretty well. So far in May we have had only about 50 inspections, and expect about 75 to 100 more. These are to come out of the Ada and the Lake Park sections."

CALIFORNIA INSPECTION NEWS

The next four items were taken from California Inspectors' Notes, published at Sacramento on May 13:-

6c. SHAFTER OFFICE OPENED

Potato inspections started with a rush on Monday, May 9. M. L. Franzen was transferred from Salinas on that date and inspected seven cars on the first day. Several additional inspectors have also been transferred to Shafter.

7c. LETTUCE INSPECTIONS SLOWING DOWN

Lettuce in the Sacramento section is nearing the end and will be finished next week. In Salinas, inspections slowed down but started again with a new spurt, which should last for only a short time. The quality of lettuce generally has held up well for this time of the year.

8c. NEWS FROM SOUTHERN CALIFORNIA DISTRICT

The following was taken from a letter written by F. C. Cadwallader on May 11 from Los Angeles:

"Work here is still slow on celery, although the quality is much better and the market a little stronger. I believe we will pick up, the latter part of this week.

"Export work is going along pretty good and will continue so for the entire month of May.

"In Indio all cars of Bermuda onions are being inspected. The market seems to be a little better and shipments may increase by the last of this week. The quality is very good and, unless sunscald shows up, I don't look for much trouble in regard to grade."

9c. SANTA MARIA BUSY WITH CARROT AND CAULIFLOWER INSPECTIONS

H. Drashner wrote from Santa Maria on May 8:-

"The carrot business has picked up quite a bit the last few days, and it looks as though we will be pretty busy all of this month on carrots and cauliflower. The quality of carrots is getting better, and we are writing some U.S. No. 1's; so that means carrot work will increase. Have had favorable weather for cauliflower, and the quality is very good for this time of the year. If this keeps on, we will have cauliflower all this month."

10c. APRIL INSPECTIONS IN CALIFORNIA

A report of shipping-point inspections in California Inspectors' Notes, Sacramento, May 6, showed a total of 2,914 inspections for the month of April, including 59 shipside at San Francisco, 4 at San Bernardino and 2 at Los Angeles. The leading districts were as follows: Santa Maria 702, Hayward 543, Salinas 441, Los Angeles 339, San Jose-Los Banos 181, Sacramento 151, Stockton 117, and Watsonville 107.

COMMERCIAL EARLY POTATOES in seven States (outside of Florida and the lower Rio Grande Valley of Texas) may total only 7,435,000 bushels this year, compared with 12,803,000 last year.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1357, San Juan, P. R.	Citrus Pineapples	(year round)	
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	Aug. 15	May 31
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	May 31 May 31
TEXAS:	H. T. Longino, Room 5, Madison Hotel, P. O. Box 638, Harlingen, Texas	Vegetables	Nov. 15	June 4
ARIZONA:	R. H. Bertelson, 214 Trust Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 28
	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Vegetables Cantaloupes	March 1 June 1	June 1 July 15
ALABAMA:	J. A. Marks, c/o State Div. of Markets, Montgomery, Ala.	Strawberries Vegetables	April 25 April 25	May 28 June 15
ARKANSAS, OKLA. AND MISSOURI	R. B. Landrum, Monett, Mo.	Strawberries Vegetables	April 25 May 9	June 4 July 1
MISSISSIPPI:	F. S. Kinsey, Crystal Springs, Miss.	Vegetables	April 25	July 1
TENNESSEE:	T. W. Ayres, Hotel Humboldt, Humboldt, Tenn.	Strawberries Vegetables	May 2 June 1	May 21 June 30

REPORTS on Maine potatoes can be obtained from Vernon Palmer, Caribou, Maine.

SUPERVISING INSPECTORS should watch this list carefully in each D.L., and advise the Washington office not later than Thursday of any necessary changes to keep the list up to date.

11c. USE TERMS "PAPERNET," "JUTENET" OR "BURLAP" TO DESCRIBE ONION SACKS OR POTATO SACKS

At the March meeting of the National Onion Association at Toledo, Ohio, a resolution was passed which reads as follows:

"Resolved that the National Onion Association goes on record as recommending the trade terms 'papernet,' 'jutenet' and 'burlap' as designating open-weave paper, open-weave jute, and plain burlap, respectively."

This action was taken, due to the fact that several paper bags are being manufactured and because the names "saxolin," "visinet" and other names are confusing to the trade, and also to save expenses in sending telegrams.

The above designations, as quoted in the resolution of the National Onion Association, should be used on inspection certificates, both shipping-point and receiving-point. Bags made of cotton should be reported as "cottonnet" or "cotton," as the case may be, the latter term applying to plain cotton bags.

These instructions supersede those given in Par. 1c, Division Letter for August 28, 1931, regarding the same matter.

12c. BOAT SHIPMENTS OF ONIONS BEING INSPECTED AT CORPUS CHRISTI

The following letter of May 11 came from Hart T. Longino, Supervising Inspector, at Corpus Christi, Texas:-

"We inspected 77 lots of onions loaded on the S.S. Munindies, which left Corpus Christi on May 10. This ship contained 79 lots and will unload at New York and Boston. There were 9 carloads that were transferred from cars to the boat. We had inspected these cars at loading point on the previous day; - the remainder were trucked from various points to the boat.

"We are issuing a list, showing the various colored tags and lot numbers, in order that they may be identified upon arrival. New York and Boston may be called upon for certification upon arrival. It seems that there was considerable variation in lots, both as to size and general quality. The steamship company wanted to protect itself by getting the condition of these shipments.

"There is another boat at the docks, which will be loaded on Tuesday of next week (May 17), This boat will carry about 110 carloads of onions.

"We worked Sunday afternoon, inspecting on the pier. Trucks carrying 250 sacks were being run in and placed in lines for tagging. The inspectors worked in pairs, making inspections, and would stand up a sack in the lot, to indicate that the lot had been inspected. These lots were immediately moved to the ship. Due to delay in trucking the stock to the pier, we were rushed all day Monday and Monday night, and finished our work Tuesday by 10 A. M.

"The steamship company will begin receiving lots on Friday for the next shipment. We hope to get them inspected ahead of the loading, in order to keep from delaying their loading. It seems that shippers were surprised that the steamship company was having us inspect the cargo. It is possible that, when some of this stock reaches destination, it may not pass as Commercials.

"We have about 25 inspectors working in this section, and they all have had previous experience in the other sections. The work is going along nicely. Everyone is well pleased and has considerable respect for the service, which is largely due to the firm position taken in handling the work under the strains of contracts."

(continued over)

"It is raining all over the territory now, and it is possible that the movement will be cut considerably for a few days. However, there are about 900 carloads of onions in warehouses, which will be ready on short notice, when it clears. This is a big cotton section, with lots of gins and compresses, where they can store many onions.

"The Winter Garden is about through with its crop; the lower Rio Grande Valley is now moving tomatoes, and will likely have about 1,200 cars; Yoakum will start tomatoes in three weeks; Sugarland potatoes will start the latter part of next week. It seems that our heavy work has just started. Cukes, beans, cabbage and onions are moving from this section."

R. C. BUTNER,
Specialist in Inspection.

OFFICE NOTES:

F. G. Robb, in charge of Regulatory Work, had reached the Pacific Northwest early this week on his western trip in the interest of activities under the P.A.C. Act.

Robert G. Hill plans to leave next week for various points in Virginia and North Carolina, where he will interview numerous persons in connection with a proposed revision of the grades for farmers' stock Virginia-type peanuts.

A. E. Mercker, Secretary of the Interstate Early Potato Committee, left a few days ago for Charleston, S. C., where he will be located during the period of active movement of South Carolina potatoes. En route, he went to the Eastern Shore of Virginia and accompanied a group of Virginia and North Carolina shippers and growers on a tour of the Virginia potato area. He then made a field inspection trip through the North Carolina potato districts, before reaching Charleston today.

O. N. Harsha, of the Regulatory Branch, who has been on a western trip of investigation of cases under the P.A.C. Act and Produce Agency Act since the beginning of April, has now reached Chicago and plans to proceed to points in Indiana and then probably to Buffalo and Boston, in connection with other cases.

E. F. Mynatt, of the Solicitor's Office, and Mrs. J. H. Sullivan, official stenographer, left Washington early this week for points in Virginia, North Carolina and other southern States, where they will conduct hearings under the P.A.C. Act, as listed on another page of this D. L.

Robert Bier, of the local inspection staff, expects to leave early next week for Marion, Md., where he will supervise the strawberry shipping-point inspection work.

Market reports at the Rochester, N.Y., office will be discontinued for the season on the coming Saturday, May 21. A. L. Thomas will remain at Rochester, as that is his permanent headquarters.

J. B. Owens closes the field station at Belle Glade, Fla., this Saturday and will then come to Washington.

OFFICE NOTES(CONTINUED):

V. H. Nicholson, who has been in the Washington office for a brief period, has now gone to Pocomoke City, Md., where he will begin to issue market reports on Eastern Shore crops the coming Monday.

The field station to be operated at Washington, N. C., this season is the only station which will issue market reports on North Carolina potatoes. R. L. Sutton will be in charge and he expects to issue his first report about Tuesday, May 31.

R. B. Landrum, Supervising Inspector of shipping-point work in Arkansas, Oklahoma and Missouri, has moved his field headquarters to Monett, Mo., for the berry season in that State.

R. H. VonGlahn, of the Jacksonville office, and O. G. Strauss, Supervising Inspector in Florida, went on a short trip to Clearwater Beach, Fla., to assist in inaugurating the grading service on canned fruits and vegetables in that State.

A HOLIDAY WILL BE OBSERVED IN ALL OFFICES on Monday, May 30, which is Memorial Day.

The next DIVISION LETTER may be somewhat delayed in reaching offices outside of Washington, due to the intervening holiday. Please wait a little longer than usual, before complaining of possible non-receipt of the D.L. dated May 27.

(Continued from page 315)

19b. MISSISSIPPI BEETS, CARROTS AND BEANS MOVING

B. E. Surry wrote as follows from Crystal Springs in a letter of May 16:

"A few beets and carrots moved in mixed carlots, but quality was only fair. Demand was limited, with a very few sales of bushel crates at 85¢-90¢ for carrots and 70¢-75¢ for beets, on a usual-terms basis. An occasional cash sale was made at 10¢-15¢ per crate less.

"The snap bean movement began slightly earlier than was expected. Several straight cars were loaded from southern Mississippi, with a number of mixed cars from the Crystal Springs-Hazlehurst section. The quality of the Stringless and Valentines now being loaded is good, and very few lots have failed to grade U.S. No. 1. First pickings in some instances were immature. An occasional f.o.b. sale was made last week, with wax quoted at $1.15-$1.25 and green varieties at 85¢ per hamper."

20b. FOUR NEW SUMMARIES BEING DISTRIBUTED THIS WEEK

The following additional summaries of field deals have just come from the mimeograph room and are being distributed this week:-

"Marketing Colorado Peaches and Pears, 1931 Season," by Bryce Morris.
"Marketing Colorado Cantaloupes, 1931 Season," by R. G. Risser.
"Marketing Eastern Shore(Va. & Md.) Potatoes, 1931 Season," by V.H.Nicholson.
"Marketing Western New York and Pennsylvania Grapes, 1931 Season," by R. L. Sutton, L. D. Spink and A. L. Thomas.

- B. C. BOREE.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 21 May 27, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. CITRUS AND PINEAPPLE PROSPECTS IN PORTO RICO

A. S. Mason, Supervising Inspector at San Juan, Porto Rico, sent the following comprehensive report under date of May 18:-

Grapefruit

"An abundance of rainfall during the past four weeks has forced out much additional bloom, even on trees that had a normal bloom in March. In practically all of the groves, the trees normally have a large crop, many running as high as 25 boxes of fruit to the tree.

"The quantity of fruit that will be shipped during the summer is the smallest in years, there being not more than 50,000 or 60,000 boxes of grapefruit on the trees that will grade U.S. No. 2 or better. This fruit will mostly be shipped from the middle of June through the second week of July. It is generally of ordinary quality, showing considerable scab, as many growers did not feel warranted in spraying a crop so small as this one.

"From the third week in July until the third week in August, shipments will be very light, as practically no fruit will be moved during this period.

"Shipments of the fall fruit will start the third week in August in a small way, but by the second week in September fall shipments should reach a total of 35,000 to 40,000 boxes a week to markets in the States. In addition, by direct boats, there should be a movement starting during the month of September of some 30,000 boxes of export sizes to European markets. Shipments to the States will continue to be heavy until market conditions are unfavorable, due to the heavy movement of Florida fruit.

"There will be between 450,000 and 500,000 boxes of 70's and larger grapefruit, that can be moved to the United States from the middle of August until the first of December. In addition, there are about 100,000 boxes of export sizes, 80's and smaller.

"This fruit generally will be of large sizes, running heavily to 46's and 54's, and the quality probably will not be quite so good as last year, as the growers were unable to conduct a proper spray program for the last 30 days (on account of the heavy rainfall) to control scab, but at least half of this fruit should be of U.S. No. 1 quality.

"There is enough fruit set on the trees and sufficient bloom at the present time to warrant an estimate of about 1,250,000 boxes of grapefruit, from the first of December, 1932, until June, 1933, which would meet the requirements of the U.S. No. 2 grade or higher.

"There will be sufficient cull fruit to can at least 300,000 cases, and enough low-quality fresh fruit to supply the local demand.

"This crop prospect is the largest in the history of the grapefruit industry in Porto Rico. The only other crop that came anywhere near this was that of 1928-29, which was destroyed by the hurricane of 1928.

"Fully 50% of this fruit will be 70's and smaller. While it is too early to predict the general quality of the fruit that will be marketed after December, 1932, conditions during the past three weeks have been favorable for a good spray program, and present weather conditions indicate that the fruit may be above normal quality.

Cultivated Oranges

"The cultivated orange industry in Porto Rico is of small importance, but there will be between 50,000 and 60,000 boxes moved from this Island between October, 1932, and May, 1933. This fruit is generally clean and should be of unusually high quality.

Wild Oranges

"The wild orange districts in the mountain sections of Porto Rico have just experienced one of the heaviest blooms in the history of this section, and officials of the Department of Agriculture estimate that the total production may run as high as 1,000,000 boxes. Only a small portion of this fruit, however, will be shipped, due to the inaccessible places in which much of it is grown. But, if market conditions at all warrant the shipping of this fruit, there is a strong possibility that between 200,000 and 250,000 boxes will be shipped from Mayaguez and Ponce.

"Considering the fact that these oranges are grown in a semi-tropical country and have no care whatsoever, - the trees not being pruned or sprayed and practically no fertilizer being applied in most of these groves, - it is of remarkable quality, showing in the past very little scab, Melinose or Rust Mite.

Pineapples

"The pineapple situation has been materially changed within the last six weeks. During the past month, the pineapple districts all have had heavy rainfalls, breaking a 72-day drought.

"The pineapple plants have recovered in a wonderful manner, and fields that seemed to be a total failure now appear to produce more than 200 crates to the acre. For this calendar year to date, Porto Rico has shipped 383,000 crates of pineapples, with prospects of about 225,000 more crates during the rest of the year. On account of the drought, the sizes have been a disappointment to shippers, the Island average being only about 32 to the crate, against an Island average of about 26 to the crate last season.

"On account of the heavy rains, the pineapples are generally very soft and watersoaked and, during the past three weeks, practically all shipments have arrived in New York showing from light to heavy decay. Reports also have been received here, showing that pineapples, after having been delivered to buyers in New York, have decayed very rapidly.

"From the standpoint of price, the pinapple season has been disastrous in Porto Rico. The returns received during the last eight weeks have averaged only between 50¢ and 60¢. When you consider that the cost of picking, packing and transportation averages at least 50¢, there is practically nothing left for growers to cover their growing costs.

"On account of the low prices realized on this year's crop, pineapple plantings for the next year may be greatly curtailed. While the season for the planting of slips has generally started, the consensus of opinions here

is that the acreage will be cut at least 75%. Many growers would like to continue but find it impossible to arrange their finances to make new plantings, as it costs about $105 to make these plantings and to take care of one acre of pineapples the first year. This decrease in pineapple acreage will not be badly felt next year, on account of the large acreage planted last summer that will be in full production next year; but it will be heavily felt during the season of 1934, when most of the plants that will be bearing during 1933 will have ceased to produce.

"Normally, there is a market here for ripe pineapples at the canneries, but this year they are taking practically no pineapples. One cannery announced that they had orders that would require about 10 tons of pineapples, with the result that the growers delivered about 60 tons to them in one day.

"The rainy weather has caused pineapples to ripen very fast during the last month, which has absolutely flooded the local market, and growers who are lucky enough to find a buyer are satisfied to take $3 a thousand for their ripe pineapples at the packing houses. This is quite a contrast with $20 to $25 per thousand last year and a price of $45 to $60 per thousand in 1930."

2a. A REPORT ON PINEAPPLE INSPECTIONS IN PORTO RICO

The following additional information (see other letter on first page) came from A. S. Mason, at San Juan, in a letter of May 18:-

"Our pineapple inspection work has been badly hindered by the extra-low prices received during the past four or five weeks, especially on the U.S. No. 2 grade of fruit. There certainly is not much incentive for a man to pay for inspection, when his returns do not net his packing charges. Considering that we first had a drought to contend with, and then an abnormally low market, and now a real rainy spell, we are coming through better than I really could expect.

"We have established pineapple inspection here on firm basis and, as time goes on, we are getting a larger percentage of the crop. Some shippers, who have given us only part of their shipments to inspect, have certainly reaped some benefit from careful grading, receiving from 5¢ to 15¢ a crate more than they received from their uninspected and nongraded fruit, which amounts to about 10% to 25% more on the net returns in Porto Rico.

"I see no prospects of losing any of our citrus accounts and, during the coming season, we should inspect between 75% and 85% of the total shipments made in Porto Rico."

3a. HONEY DEWS, HONEY BALLS AND WATERMELONS MOVING FROM IMPERIAL VALLEY

In a letter of May 23 from Brawley, Calif., A. E. Prugh sent the following information:

"A few crates of Honey Dews were included in a car of cantaloupes billed to New York on May 18, and 200 crates were included in another car the 20th, which also contained the first Honey Balls, - about 20 crates.

"A few ripe watermelons have been picked and carloads may move the latter part of this week."

MARKET NEWS SERVICE

1b. TOMATOES ACTIVE IN VARIOUS SECTIONS OF TEXAS

W. D. Googe wrote as follows from the Brownsville office in a letter dated May 22:-

"Tomato shipments from the lower Rio Grande Valley to date have totaled about 250 carloads. If weather conditions do not prevent, it is expected that the movement during the coming week will probably reach 300 cars. This will bring the total movement this season up to around 600 carloads. What quantity will move from this section after that date will be governed partly by market conditions, for, with generally poor quality, it is not likely that Valley tomatoes will be able to compete with a large supply of better-quality tomatoes farther up the State and in Mississippi. Prices to growers have been mostly around 4¢ a pound for mature green stock, and usual terms prices for loaded cars have been mostly $2-$2.25 per lug. The Yoakum section has already shipped a few cars, after a violent windstorm and rain the early part of the week which delayed the movement of the first cars several days. The rain was accompanied by hail in some communities, which probably destroyed 100 or more cars of tomatoes. The tomato movement is gradually moving up the eastern part of Texas, and the Jacksonville section will probably have a few cars around June 5.

"The green corn movement from the Valley is getting under way. It is expected that an average of two or three cars daily will move during the coming week, and that the real movement will begin about May 30. So far, the varieties shipped have been Pinta Maria, Sure Cropper, and Mexican June, of which there is only a limited acreage.

"There will be fair movement of cucumbers from the Valley and the Coastal Bend sections during the coming week. If market conditions permit, there is a possibility that several cars of snap beans will be shipped during this period. The season for beets and carrots is practically over, in both sections, except for sacked stock. Scattered fields of late cabbage remain, which will be used mostly in mixed cars."

2b. DRY WEATHER IN THE OZARKS AFFECTS THE MISSOURI STRAWBERRY CROP

R. G. Risser sent the following report from Monett, Mo., on May 22:-

"The most-talked-of feature of the Missouri strawberry deal this season to date has been the extremely dry weather and its effect upon what promised to be an extraordinary crop of berries. The plants blossomed profusely and started to set a mammoth crop, with the blooming process covering an exceptionally long period. The berries began maturing much earlier than last season, but the weather has continued dry and mild, although there have been some indications of rain and a few scattered and insignificant showers have occurred. The crop has needed moisture so badly that the berries have not been able to attain full development and are running smaller than normally. Even if there should be a rain soon, growers say that it would be impossible to make anything like a full crop, and the rain would spoil many mature berries. Local strawberry men remember only one season like this in recent years."

3b. A REPORT ON NORTHWESTERN ONIONS

The following information was included in a review dated May 19 at the Seattle office, as released by T. R. Hall:-

"Reports from Pasco-Walla Walla onion shippers reveal a rather wide divergence of opinion over the time shipments will be ready. About two-thirds of the 700 to 750 acres planted around Walla Walla was seeded last September and, from present indications, they should be ready to harvest about July 15. That planting, so far, is showing a healthy green color, is free from any sign of disease, and should yield about 300 or 350 sacks of marketable onions per acre. A later acreage, consisting largely of thinnings from early plantings, is less promising in appearance, and a yield of only 250 sacks of marketable onions per acre is not unlikely. In the aggregate, around 800 cars from the Walla Walla fields is considered a likely production, and the shipments from Pasco are estimated around 75 cars.

"Eastern Washington again led the field in moving the first Iceberg lettuce for 1932, with two cars moving from Pasco on May 16. The Puget Sound harvest likely will get under way around May 20. In both districts, quality is generally good, though small sizes predominate. Solidity is entirely satisfactory. Opening f.o.b. prices have not been announced.

"Local cauliflower is reaching Seattle from a few well-protected localities, but current offerings of northwestern cauliflower are rather limited. A little locally-produced cabbage is also in evidence on wholesale markets. Hothouse cucumbers are in liberal supply, tomatoes are increasing, and bunched vegetables of various sorts are becoming more plentiful daily."

4b. TEXAS ONION SHIPMENTS HEAVIER

A. M. McDowell wrote as follows from Corpus Christi in a letter dated May 22:-

"Shipments of Texas onions this week were slightly heavier, with 825 cars, of which the Coastal Bend district again furnished about 80%. Heavier movement was reported from the Winter Garden area, where harvesting of some late acreage was begun. The Wilson-Karnes district was slightly heavier, with nearly 50 cars, and indications pointed to active shipments during the coming two weeks.

"The number of cars remaining in the Coastal Bend section is hard to estimate, owing to the possibility that, if market conditions continue to grow worse, some of the boilers and low-quality stock may not be shipped. With 2,200 cars to date, it is entirely likely that the 3,000 mark may be reached, if the poorer stock is moved. Sailing of the third cargo by boat is scheduled for the latter part of the coming week, and the steamship company advises that they have inquiries for space on two boats for later sailings.

"Two or three dealers, who have considerable stock left, are planning on holding it under shelter rather than rush it to market as soon as possible. If the weather continues dry, these onions can be held for two or three weeks, or even longer, without deterioration.

"Cucumbers are now about the peak of the movement. Hot weather of the last few days is causing some of the vines to wilt, and some of the cucumbers are beginning to turn yellow. Movement probably will be much lighter by the last of the coming week.

(continued over)

"Monday's rain ruined many of the beans in the district, and the few that are being loaded are either consigned or are rolled for sale at destination.

"Indications are that there will be a considerable increase in acreage planted to vegetables next season, particularly cabbage and root crops. It is also likely that there will be an increase in onion acreage. With over 250,000 acres in Nueces and San Patricio counties growing cotton, in all or practically all of which onions can be used as an intercrop, it will be seen that the volume of onions that can be produced in this district is limited only by marketing possibilities. Primarily a cotton district, the low prices of that commodity have forced farmers to diversify, and they have turned principally to vegetables, as those come at a season that does not conflict with cotton, and the production and handling of vegetables makes use of trucks, sheds and other investments which, otherwise, would be lying idle a great part of the year."

5b. REVISED "ME" CODE PAGE DISTRIBUTED

Under separate cover, there is being mailed to all offices which use the code a revised "ME" (Cherries) code page. This is to be effective on June 2. If your copies are not received, please notify the Washington office.

6b. ADDITIONAL SUMMARIES ISSUED

The following summaries of field deals have been issued this week:
"Marketing Michigan Peaches and Pears, 1931 Season," by R. E. Keller.
"Marketing Eastern Shore (Md. and Del.) Cantaloupes, 1931 Season," by V. H. Nicholson.

7b. MORE THAN 10 INCHES OF RAIN WITHIN SIX DAYS IN ALABAMA

The following information came in a letter of May 24 from H. F. Willson, at Mobile, Ala.:-

"The rainfall at Mobile averaged approximately 1.75 inches per day for the six days ending Sunday, May 22, or a total of 10.45 inches. The local Weather Bureau advises that, with the heavy precipitation of the past few days, the total amount for the month of May is rapidly approaching an all-time record.

"During the last four days of the past week, Alabama potato shipments were 5, 4, 1, and 6 cars respectively, as contrasted to 64 and 57 cars on Monday and Tuesday, the 16th and 17th. The few cars shipped during the latter part of the week were made up of either washed stock or small lots assembled from the different loading stations to make solid cars.

"Most of the soil in Baldwin County is light and dries out quickly, particularly on the uplands. Digging commenced generally today (Tuesday) and, weather permitting, the shipments for the remainder of the week will be fairly heavy. The last few cars of rollers sold as high as $2.75 per 100-pound sack of U.S. No. 1 Bliss Triumphs, compared with usual-terms f.o.b. price of $2.25-$2.35 on May 17. The present supplies are too limited to establish a market, but there were a very few cars sold yesterday at $2.50 cash-track.

"The Baldwin County cucumber season is just getting started. For the past week, total cucumber shipments for the United States have been averaging

nearly 100 cars a day, with Texas shipping considerably over half. Florida's shipments have also increased and, with Alabama starting in fairly heavy this week, the supplies will continue to be heavy. Prices on the northern markets have declined, and the proportion of the Alabama crop which will be shipped depends to a considerable extent on the prices realized. Some of the trade are skeptical of the quality of the stock immediately following the rains, but it is generally predicted that the quality of the Alabama cucumbers will be good."

8b. INTERESTING NEWS REGARDING IMPERIAL VALLEY CANTALOUPES

The following letter of May 23 came from A. E. Prugh, at Brawley:-

"The first car of cantaloupes moved from Imperial Valley on May 1, but up to May 22 the heaviest day's shipment has been only 162 cars. Yield on the crown set, especially the brushed acreage, has been light, and the weather turned cooler the 21st, which also acted to retard movement. Comparison of total shipments through May 22 and cash f.o.b. sales on that date for recent seasons follows:

Season	Shipments on May 22	Total through May 22	Cash price on May 22
1926:	324 cars	3,139 cars	$1.85-2.00
1927:	58	504	2.90-3.00
1928:	292	1,858	1.85-2.00
1929:	72	257	3.25-3.50
1930:	465	2,863	1.50-1.65
1931:	299	2,850	1.50-1.65
1932:	162	1,241	1.75-1.85

"The f.o.b. market started low this season, considering the light movement. The demand was fairly good for a few days, but toward the latter part of last week, when movement at that time was scheduled to arrive around the coming holiday, demand fell off and the feeling is weak today (the 23rd) at $1.65-$1.75 on the basis of standard 45's, with jumbo 45's at 25¢ premium, jumbo 36's same as standard 45's, ponys 75% of standard 45's and flats 40% of standard 45's.

"Only 21 express cars were shipped this season, compared with 96 last year and 186 two years ago. Shippers were not inclined to incur the extra expense of the express rate, and were in no great hurry to have shipments arrive in the East when ball games were being postponed on account of cold weather.

"Considerable choice or ripe stock is being trucked to California and Arizona markets. Many melons are being picked firm ripe and precooled before shipment, and some of these have brought 50¢-$1 premium in Pittsburgh and Chicago. Precooling costs $25 per car. Several cars have also been loaded with the top tier fancy, or half-slip, and the lower tiers ripe, or full-slip.

"The Canadian embargo on account of an outbreak of foot-and-mouth disease in other parts of the State is a handicap, as Canada received about 550 cars of cantaloupes and Honey Dews last year. At least 100 cars of watermelons were also sent to Canadian points.

"Shippers have formed a clearing house, with a view of controlling shipments. Present indications are that it will function, with the bulk of the acreage signed to a contract that will hold them together."

9b. THE LATEST NEWS FROM CENTRAL MISSISSIPPI

B. E. Surry sent the following report from Crystal Springs on May 23:-

"Forwardings of 157 cars of cabbage from Mississippi last week represent the heaviest movement to date and possibly for the entire season. About 400 cars were shipped during the same period a year ago. Total loadings to date amount to 460 cars, compared with 830 last year. The cabbage crop was greatly benefited by cool, rainy weather which prevailed most of last week. The late crop has already started moving, and very little cabbage may be left after June 1. The f.o.b. market strengthened last week and prices advanced 25¢ per crate, but slower demand Saturday and today has resulted in a decline in price equal to that of a week ago, except for pony crates. The pony crates have been in fairly good demand at $1.65-$1.75, cash-track. Growers have been receiving around $55 per ton for bulk cabbage delivered to packing houses, although offers as low as $45 were made today.

"The first and possibly the only straight car of carrots for the season was shipped last week. Loadings of carrots and beets in mixed cars have been light, with demand limited and a generally dull market. A very few lots were sold at shipping point at a range of 75¢-90¢ for carrots and 60¢-75¢ per bushel crate of beets.

"Snap beans have been of rather doubtful quality since the beginning of cool, damp weather a week ago. Buyers have held off, and most offerings were rolled unsold. A few lots were sold at shipping point, ranging 75¢-$1 per hamper, depending on variety and quality.

"The first car of tomatoes is expected to move around May 28 or 31, with an increase of shipments beginning June 1. The past week's rain has been sufficient to mature the entire crop, and a continuance of wet damp weather may cause considerable damage."

B. C. BOREE,
Specialist in Market News

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus #	Oct. 15	April 9 #
			Vegetables	Dec. 7	June 4
CORPUS CHRISTI, TEXAS Chamber of Commerce	801	A. M. McDowell	Onions	May 6	June 4
CRYSTAL SPRINGS, MISS. City Hall Bldg.	809	B. E. Surry	Vegetables	May 5	July 1
BRAWLEY, CALIF.* Planters Hotel Bldg.	808	A. E. Prugh	Cantaloupes	May 9	July 9
MONETT, MO.* 1st Nat'l Bank Bldg.	857	R. G. Risser	Strawberries	May 14	June 4
MOBILE, ALA.* 207 P. O. Bldg.	924	H. F. Willson	Potatoes	May 16	June 11
POCOMOKE CITY, MD.* Peninsula Bldg.	878	V. H. Nicholson	Strawberries	May 23	June 18
			Potatoes	June 13	July 30
			Cucumbers	July 5	July 23
			Cantaloupes	July 25	Aug. 13
LEESBURG, FLA.* City Hall Bldg.	912	R. M. Peterson	Watermelons	May 23	June 25
WASHINGTON, N. C.*	926	R. L. Sutton	Potatoes	May 31	June 30
The following station probably will open on date indicated:					
JACKSONVILLE, TEXAS*	811	W. D. Googe	Tomatoes	June 7	July 2

* State cooperating # Reports discontinued

W. F. Cox in San Francisco
R. E. Keller in Chicago
H. E. Rutland at Shin Pond, Maine.
J. B. Owens in Washington office
J. C. Keller returned to Atlanta

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

The following station closed on date indicated:					
CHADBOURN, N. C.* Britt Bldg.	805	J. C. Keller	Strawberries	May 5	May 26

INSPECTION SERVICE

1c. MISSOURI STRAWBERRY INSPECTIONS

According to recent information from R. B. Landrum, who had his headquarters at Monett, Mo., during supervision of shipping-point work on Missouri strawberries, the shippers in the Van Buren district of Arkansas had practically discontinued inspection by May 14. The inspectors also were needed in other districts. Mr. Landrum advised us on May 16 that there were still four points in Arkansas where inspectors were working, and a dozen men had been placed at shipping points in Missouri, with probably more to be placed there shortly. Mr. Landrum added:-

"It has been exceptionally dry here in southwestern Missouri and, unless we have rain soon, the deal possibly will be finished around May 25. There is a possibility of some early potato work during the latter part of this month in the Muskogee district of Oklahoma, also cabbage and beans in west central Arkansas."

On May 20, Mr. Landrum wired the Washington office that he would return to his headquarters at Tulsa, Okla. Explanation of this sudden move is given in the following letter from Monett, dated Friday, the 20th:-

"As indicated in my wire tonight (May 20), continued dry weather has practically ruined the Missouri strawberry deal within the past five days. A week ago, the prospects were for the finest and heaviest crop of berries this district has produced in years. Last Sunday, low black clouds hung over the entire section and the hoped-for rain was expected at any time during the day and night. This failed to materialize, however, and since Monday the effects of the drought have increased each day. The berries, in many instances, have lost their bright color and are fast becoming very 'seedy' and leathery. So far, the size has not materially decreased and the receipts of No. 1's have held up wonderfully, but the volume of loadings indicates that the yield is being seriously affected. There were 22 cars loaded in the entire State yesterday, of which 9 were inspected, and our percentage of inspections each day previously has been about the same as this. It is just a case of not having the berries to load and, unless a rain falls within the next two or three days, another week will see the finish.

"Inasmuch as the job seems to be running smoothly, with all experienced men (three of them having had supervision of various deals), I can see little necessity of my remaining here next week. Indications are that Oklahoma potatoes and a few Arkansas vegetables will start by June 1, and, as the State of Oklahoma indicates its intention of placing the deal on a somewhat different basis than heretofore, I shall have opportunity of coming to an understanding before the deal begins. Those who are using the service here have expressed satisfaction with everything, and I do not think there is any reason why things should not run smoothly."

POTATO PRODUCTION in six second-early States this year is forecast at 15,118,000 bushels, compared with 18,651,000 last season. The greatest decrease will be in North Carolina, which has one-third less than last year.

2c. WEST TENNESSEE BERRY INSPECTIONS ABOUT FINISHED

T. W. Ayres wrote as follows from Humboldt in a letter dated May 21:-

"Through Friday, May 20, - ending the third week of strawberry inspection in west Tennessee, - we have inspected and certified 343 carlots and, in addition, several thousand crates by truck. The strawberry inspections for today, Saturday, and for Monday and Wednesday of next week will add 35 or 40 cars, and should about wind up the deal. Favorable showers, and berries from the late or second blossoms, are prolonging the strawberry pickings, though the deal is now very slow.

"There is talk of one or two cars of cabbage being loaded the last of next week, but I do not believe there will be any active cutting before May 30 or June 1."

The following few items were taken from California Inspectors' Notes, dated May 20 at Sacramento:-

3c. RECENT NEWS REGARDING THE WORK IN CALIFORNIA

Shafter, which started with a rush last week, is fairly busy but has not yet gotten into full stride. Mr. Peterson spent several days in this district and reports that potato shipments will probably reach their peak next week, but the rate of shipment will depend largely upon the market price. Bermuda onion shipments are at their height in the Shafter section, and are just getting under way in the Arvin and Delano districts.

Coachella Valley onion inspections are more active than at any time this season.

Los Angeles inspections, mostly celery, have increased. Considerable worm injury is showing on celery.

Quality of green peas in the "Holland" district is exceptionally good, one car recently grading U.S. Fancy. From four to eight cars daily have been certified.

4c. EXPORT MARKETS FOR NEW JERSEY APPLES

Wm. C. Lynn, of the Trenton office, is author of an interesting 8-paged pamphlet, entitled: "The Export Market as an Outlet for New Jersey Apples." It is designated as Circular No. 214 of the State Dept. of Agriculture in New Jersey. Copies probably can be obtained from Mr. Lynn.

5c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from the List of Past-Due Accounts:

Burton and Briel,	Richmond, Va.	$1.00
Sam Andrews,	Los Angeles, Calif.	$1.00

The following should be added to the List of Past-Due Accounts:

M. Borden, 2062 Virginia Park, Detroit, Mich. $2.50

6c. REVISED GRADES FOR PEARS BEING DISTRIBUTED

All inspectors this week are being sent copies of the revised (1932) grades for pears. If anyone happens to be overlooked in this distribution, he should request a copy from the Washington office.

R. C. BUTNER,
Specialist in Inspection

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PORTO RICO:	A. S. Mason 419 Ochoa Bldg., P. O. Box 1357, San Juan, P. R.	Citrus Pineapples	(year around)	
FLORIDA:	O. G. Strauss, Box 188, Orlando, Fla.	Citrus Vegetables	Sept. 15 Nov. 15	June 4 June 4
TEXAS:	H. T. Longino, Chamber of Commerce, San Antonio, Texas	Vegetables	Nov. 15	June 15
ARIZONA:	E. L. Ruch, 610 Security Bldg. Phoenix, Ariz.	Vegetables Cantaloupes	March 1 June 10	June 1 July 15
ALABAMA:	J. A. Marks, Foley, Ala.	Vegetables	May 21	July 1
MISSISSIPPI:	F. S. Kinsey, Crystal Springs, Miss.	Vegetables	April 25	July 1
TENNESSEE:	T. W. Ayres, Hotel Humboldt, Humboldt, Tenn.	Strawberries Vegetables	May 2 June 1	May 25 June 30
NORTH CAROLINA:	G. Ray Warren, Elizabeth City, N. C.	Potatoes	May 31	June 25

REPORTS on Maine potatoes can be obtained from Vernon Palmer, Caribou, Maine.
REPORTS on Alabama berries can be had from Federal-State Inspection, [illegible], Cullman, Alabama.
REPORTS on products from Oklahoma, Arkansas and Missouri can be obtained from R. B. Landrum, at the Tulsa office (217 Federal Bldg.)

REGULATORY ACTIVITIES

1e. A CASE CANNOT BE PROSECUTED UNDER THE P.A.C. ACT AND IN CIVIL COURT AT THE SAME TIME.

The Secretary of Agriculture has dismissed the complaint of Tedford Brothers, Aransas Pass, Texas, against Piowaty-Berliner, Inc., Chicago, Ill., and M. C. Coggins, Pleasant Valley, Iowa, as the result of a hearing held under the Perishable Agricultural Commodities Act.

This case involved five carloads of onions and one car of cucumbers, which were accepted but not paid for by Piowaty-Berliner, Inc. After a complaint was made to the Department but before formal complaint was filed, Tedford Brothers instituted an action at law in the District Court of San Patricio County, Texas. The fact that this action had been taken by Tedford Bros. was not known to the Department at the time formal complaint was received and served.

The Secretary held that Congress, by enactment of the Perishable Agricultural Commodities Act, intended to provide an additional remedy in cases of this sort but did not intend that a dealer, broker or commission merchant should be required to defend an action at law and also a complaint filed under this Act at the same time involving the same transaction. The Secretary further held that Tedford Bros., having instituted their court action prior to filing complaint under the Act, must be considered as having made an election of remedies, and their complaint filed under the P.A.C. Act was therefore dismissed.

2e. LACK OF MUTUAL UNDERSTANDING CAUSES DISMISSAL OF P.A.C. CASE

The Secretary of Agriculture has dismissed the complaint brought by the Bernstein-Nehmen Co., of St. Louis, Mo., against the Agricultural Exchange, of Pittsburgh, Pa., as a result of a hearing held under the Perishable Agricultural Commodities Act.

This case involved three cars of watermelons sold by the Agricultural Exchange for the Bernstein-Nehmen Co. The transaction was handled over the Agricultural Exchange's teletype system, and there was a misunderstanding as to the purchase price. As the result of this misunderstanding, the cars were rejected and Bernstein-Nehmen Co. filed complaint, asking damages in the amount which they claimed to have lost. The agent of the Agricultural Exchange testified that he was at the time, and still is, of the opinion that the cars were purchased on the hundredweight basis; the Agricultural Exchange claimed they were bought on the car basis. The Agricultural Exchange claimed that their agent at St. Louis was not authorized to purchase the cars for it on any basis and certainly not at the indicated price per hundredweight. The Secretary held that the record did not establish that the agent had authority to purchase the cars on the hundredweight basis and that the Agricultural Exchange had never ratified the pruchase on that basis. It was further held that there was no evidence to show that the Statute of Frauds had been complied with.

ARIZONA CANTALOUPES are expected to begin moving by June 10 this season.

3e. ADDITIONAL PUBLIC HEARINGS UNDER P.A.C. ACT

The following hearings under the Perishable Agricultural Commodities Act have been announced by the U.S. Department of Agriculture. Judge R. L. Dillman, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:-

Date	Place	Parties Involved
June 6	Altoona, Pa.	McDavitt Bros., Brownsville, Texas vs. Hinman Bros., Altoona, Pa.
June 7	Altoona, Pa.	Hurlock & Price, Salisbury, Md. vs. J. E. Nelson, Altoona, Pa.
June 8	Pittsburgh	M. E. Manning, Northampton, Mass. vs. Borovetz-Kanselbaum & Co., Pittsburgh.
June 8	Pittsburgh	Alexander Marketing Co., San Benito, Texas vs. Sam Caplan & Co., Pittsburgh.
June 9	Pittsburgh	O. S. Lloyd, Salisbury, Md. vs E. F. DeMartini, Pittsburgh.
June 10	Pittsburgh	Bacon Bros., Chicago, vs. H. H. Milroy, Pittsburgh.
June 11	Pittsburgh	Carolinas Cooperatives Consolidated, Florence S.C. vs T. Mendelson Co., Pittsburgh.

The following hearing under the Perishable Agricultural Commodities Act has been announced by the U. S. Department of Agriculture. W. F. Staley, Regional Law Officer, Forest Service, has been assigned as examiner to conduct this hearing:-

Date	Place	Parties Involved
June 17	Portland, Ore.	Carl C. Behring, Pete Rasmoe, and J. A. Brown, all on Route 1, Washougal, Washington, vs. W. S. Hurst & Son, Portland, Oregon.

4e. HEARINGS TO BE HELD IN CALIFORNIA

The following hearings under the Perishable Agricultural Commodities Act will be conducted by H. P. Dechant, Regional Law Officer, Forest Service, San Francisco, Calif.:-

Date	Place	Parties Involved
June 7	San Francisco	Yakima Fruit Exchange, Yakima, Wash. vs. John DeMartini Co., Inc., San Francisco.
June 10	Los Angeles	A. & G. Produce Co., Buffalo, N. Y. vs. Maljan Fruit Co., Los Angeles.

STRAWBERRY PRODUCTION in 10 late shipping States is forecast at 3,646,000 crates of 24 quarts, or 9% more than last year's crop. Increases over last season are indicated for all of these States except New York and Pennsylvania, but the latter State shows only a very slight decrease. A fairly large crop is in prospect in the Pacific Northwest.

TOMATO PRODUCTION in five second-early States is forecast at 4,161,000 bushels, as against 3,857,000 last year. Mississippi expects 1,350,000 bushels or one-fourth more than in 1931, and parts of Texas outside the lower Valley may have slightly fewer tomatoes than last season, or 2,244,000 bushels.

5e. ANOTHER LIST OF HEARINGS UNDER THE P.A.C. ACT

The following additional hearings under the Perishable Agricultural Commodities Act during the month of June will be conducted by Judge R. L. Dillman, of the Solicitor's Office:-

Date	Place	Parties Involved
June 13	Cleveland	C. A. Lasley, Inc., Twin Falls, Idaho, vs. Diamond Fruit Co., Cleveland.
June 14	Cleveland	W. W. Barron & Son, Bradley, Ga., vs. Thomas M. Zingalie, Cleveland.
June 15	Cleveland	M. Lapidus & Sons, Chicago, vs. Rini & Comella, Cleveland.
June 16	Detroit	Yakima Fruit & Cold Storage Co., Yakima, Wash., vs. Ben B. Schwartz & Son, Detroit.
June 17	Detroit	H. B. Ray, Ponchatoula, La., vs. Purse Bros., Detroit.
June 18	Detroit	Shibuya Fruit Co., Sacramento, Calif., vs. Geo. A. Hanes, Co., Detroit.
June 20	Columbus	Geo. E. Gossler, Egg Harbor, N. J., vs. Phillip Office Bros. & Co., Columbus.
June 21	Columbus	Phillips & Co., Inc., Norfolk, Va., vs. Central Ohio Fruit Co., Columbus.
June 22	Indianapolis	L. M. Kirkpatrick Co., Ripley, Tenn., vs. W. H. Roberts & Co., Indianapolis.
June 23	Louisville, Ky.	R. W. Burch, Inc., Plant City, Fla., vs. W. R. Hyatt & Co., Louisville, Ky.

H. A. Spilman, Acting in Charge.

OFFICE NOTES:

Robert Bier returned to his desk yesterday morning, after having spent the first part of the week at Marion, Md., getting the shipping-point inspection work on Eastern Shore strawberries started.

J. B. Owens, of the market-news field force, arrived in Washington this week and will assist for a while with the grading work on canned fruits and vegetables.

Loyde M. Billman, of the Canned Fruit and Vegetable Grading Project, is on a brief trip to Baltimore today, where he was called to inspect and grade some 1,500 cases of canned spinach for the Veterans' Administration.

H. V. DeMott, who is spending some time in Chicago, examining records involved in an excess profits case on 1918 wool, recently went to Gibson, Ind., for a short while on a similar errand.

J. S. Bohannon, of the Solicitor's Office, went to Chicago by airplane on Wednesday evening and is conferring with Government auditors, who are working on records relating to 1918 wool transactions of S. Silberman & Sons, Chicago.

OFFICE NOTES (CONTINUED):

J. W. Dykes and R. H. Shoemaker, of the Regulatory Branch, expect to go to Detroit early next week, where they will serve as witnesses in the trial of the Produce Agency case against the L. H. Turnbull Company. After leaving Detroit, Mr. Dykes will go to Cleveland and Pittsburgh for the purpose of making investigations under the P.A.C. Act, and Mr. Shoemaker will do similar work in Columbus, Cincinnati and Pittsburgh.

G. Ray Warren, who had been assisting for several weeks with inspection work in Boston, has now proceeded to Elizabeth City, N. C., where he will supervise the shipping-point work on potatoes for the next month.

J. A. Marks has completed his supervision of strawberry inspections in Alabama and will make his headquarters at Foley, Ala., during the period of work on vegetables, or until July 1.

R. B. Landrum left Monett, Mo., last Saturday and, for the time being, is at his permanent headquarters in Tulsa, Okla. Drought terminated the shipping-point inspection work on Missouri strawberries earlier than expected.

Geo. W. Christenson has completed his supervision of shipping-point inspections of Minnesota and North Dakota potatoes, but will remain for the present at his Minneapolis headquarters, Room 302 Gorham Bldg.

It is understood that R. H. Bertelson has finished the inspection work on Mexican vegetables at Nogales, Arizona.

J. C. Bigger, in charge of the Philadelphia office of the Canned Fruit and Vegetable Grading Service, plans to go to Easton, Md., next week, where he will operate a field office until the close of the canning season for Eastern Shore vegetables. His office will be in the Masonic Bldg.

Hart T. Longino has advised that, because of inspection work closing soon in the Rio Grande Valley of Texas and because all inspection notes will be on file in the market-news office, Chamber of Commerce, San Antonio, future requests for reports on Texas inspections should be addressed to the San Antonio office.

J. C. Keller closed the market-news field station at Chadbourn, N. C., yesterday, and has returned to his headquarters in the Atlanta office.

A report from the Sugarland-Wharton-Eagle Lake district of Texas indicates that potato shipments for this week may amount to 350 cars.

Drought was increasing the damage to Missouri strawberries, according to a report of May 23 from R. G. Risser, and local shippers believed that the peak movement was past.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 22 June 3, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. CAUTION REGARDING USE OF U.S.D.A. LICENSE NUMBERS ON TRUCKS

Some of our field men have reported that licensees under the P.A.C. Act are painting their license numbers on the doors of trucks, together with the wording "U.S. Department of Agriculture," the wording and the number being so arranged as to give the impression that the truck is working under the authority or with the approval and encouragement of the Department.

A constituent of a certain Congressman conceived from such wording on one truck that it was the property of the Department and was engaged in hauling fruits and vegetables in competition with private concerns. Accordingly, he wanted to know whether or not it would be possible to secure one for the use of the cooperative creamery in which he is interested.

In view of the misunderstanding which may arise as the result of this practice, it is requested that field men warn truckers and others personally, when the use of the Department's name in this way seems likely to lead to confusion, and also that they report to us evidences of flagrant violation, together with license numbers and, if possible, the tag numbers on the trucks.

- WELLS A. SHERMAN

2a. A CORRECTION ON SECOND PAGE OF LAST D.L.

Please refer to page 328 in last week's Division Letter. A. S. Mason has advised us from Porto Rico (which, by the way, is now to be officially spelled "Puerto Rico") that the words "the past three weeks" in third line at top of that page should be changed to read "the past week." Please make this correction in your copy of the D. L.

3a. REVISED TABLE OF PACKAGES PER CARLOAD

A few weeks ago, copies of the revised "Table of Number of Packages per Carload" were distributed to branch offices. This revision is dated May, 1932, and should be used in place of previous issues. Any other members of the staff desiring a copy of this latest edition can get one on request from the Washington office.

4a. WE EAT MANY TIMES OUR WEIGHT EACH YEAR,

according to a recent survey released by the Universities of North Carolina and Kentucky. The average family eats approximately the following weights of leading products:

	pounds		pounds		pounds
Fresh vegetables	1,329	Canned fruits	44	Sugar	424
Canned vegetables	111	Meat	587	Butter	74
Fresh fruits	584	Bread	371	Eggs	115

This would make a total of about 3,640 pounds per year, or approximately 900 pounds per person, if the average family is reckoned as four persons.

MARKET NEWS SERVICE

1b. POTATO SITUATION IN KANSAS, MISSOURI AND OKLAHOMA

The following information came in a letter of May 27 from R. E. Corbin, of the Kansas City office:-

"From what I can learn of the potato crop in the Kaw Valley and Orrick sections, the Missouri end of the district is in very good condition at the present time, the fields showing good stand, with a set running in most fields seven to 10 potatoes to the hill. The soil moisture around Orrick and other Missouri points is fairly good up to the present time, but more rain will be needed to make the crop.

"The Kaw Valley of Kansas shows somewhat less-favorable prospects, especially in parts of the eastern end, where there is a deficiency of moisture. A good stand is reported nearly everywhere, except that the fields are spotted in the matter of growth which the vines have made. It is thought that this condition was caused by the cold weather and wet soil about planting time and some of the seed having met conditions which delayed sprouting. It is said that in some fields there are vines 12 to 15 inches high and other vines not more than four or five inches high. Of the more-mature stock, the set is said to be about average and, if growing conditions continue favorable,- which will mean that there must be fairly liberal rainfall during the month of June, - prospects are for a fairly good yield throughout the Valley.

"The western end of the section, from Topeka west, is in better condition than the eastern end of the Kaw Valley in the matter of soil moisture, which is the important growing factor at the present time.

"A letter from Oklahoma informs me that the southern part of the Oklahoma producing section, below McAlester, looks very good. They have had plenty of rain, and are beginning to dig and ship out a few potatoes. The section around Muskogee, however, is in need of moisture. They have had nothing but local showers since the crop was planted, and it will take a considerable rainfall within the next two weeks to make the crop."

2b. MANY NORTHWESTERN CROPS NOW MOVING

T. R. Hall, of the Seattle office, published the following information in a review dated May 26:-

"The season for western Washington Iceberg lettuce opened May 25, with three cars moving from Kent. Quality is generally satisfactory, mostly of a 5-dozen size, with a few 6-dozen packs in the initial shipments. About 85% to 90% grades U.S. No. 1 quality. Sales f.o.b. usual terms, out of Kent or Seattle, range $2.50-$3 per crate. Trade estimates of the acreage in western Washington, from which lettuce will be cut, indicate a possible reduction of 500 to 1,000 acres under the 3,000 acres officially estimated for 1931.

"Eastern Washington's asparagus distribution is now confined to northwestern markets. The reported carlot movement of 86 cars was substantially greater than that of 1931, coming as a result of constantly increased acreage and yield. Many fields of green peas for fresh shipment are now blooming in the Puget Sound area. Harvesting will be under way by mid-June. A few local fields of early cabbage are now being drawn upon by local truck

gardeners for supplies. The preliminary estimated acreage of this crop is about the same as for 1931, when the harvested area in this State was around 2,000 acres.

"Strawberries are leading the group of soft fruits, which will be marketed during the following few months from various northwestern districts. The peak of the season in the lower Yakima Valley was likely passed about May 20, with carlot movement into Montana and liberal motor-truck movement to Coast points. Quotations on 24-pint Clark Seedlings ruled around $1.90 per crate. All other northwestern districts will be ready to ship strawberries by Memorial Day. Demand from canneries and barrel plants is sluggish, and a heavy volume of the current production is expected to move into fresh fruit markets, probably at low prices.

"First eastern Washington cherries were displayed in Seattle on May 25, and carlot movement from early orchards in lower Yakima Valley is scheduled to start about June 1. Observations of itinerant travelers reflect a spotted condition of the cherry crop, with excessive dropping in some places materially cutting into the anticipated production. Puyallup-Sumner raspberries, with favorable weather, will be ready for initial picking before June 30. Estimated production is somewhat lower than for last year."

3b. HEAVY TRUCK MOVEMENT OF EASTERN SHORE BERRIES

V. H. Nicholson sent the following from Pocomoke City on May 31:-

"Strawberry movement from the Eastern Shore has been quite heavy during the last few days. Truck shipments for Monday amounted to 56,205 crates, according to the Delaware Bureau of Markets. This is the heaviest movement for any one day in any of the past three seasons, and it probably is the heaviest truck movement on record. Truck shipments Friday amounted to over 36,000 crates.

"Some of the local factors have stated that probably 75% of the total crop will move by motor truck this season. During the period for which figures on such shipments are available, the truck movement has amounted to approximately 80% of the total this season. This includes only the trucks passing through Delaware, and there has been some stock trucked across the Chesapeake Bay into Washington and Baltimore.

"The market held fairly well until Saturday of last week, but, with the holiday Monday making it necessary to hold stock until Tuesday, the demand was rather slow despite light offerings. Offerings at most auctions were extremely heavy Monday, and some loads were passed at Onley. Probably the best Missionarys and Premiers sold in a range of $1.50-$2 Monday, with the average at most blocks well under $2. Some of the larger fruit, particularly a few Big Joes, sold up around $3, but the volume of sales at that figure was quite limited.

"A new variety, the Blakemore, is making its appearance on the Shore this season. It is reported to have the flavor and shipping quality of the Missionary, but the size of the Premier. It is lighter in color than the Missionary. Very few shippers have reported their results with this variety, but prices at the local auctions have generally been at a good premium over either Premiers or Missionarys. The acreage of this variety is not large, but growers seem inclined to increase their plantings."

4b. LIGHTER MOVEMENT OF TEXAS ONIONS

The following letter of May 28 came from A. M. McDowell, at Corpus Christi:

"Shipments of Texas onions decreased this week to 700 cars, with the Coastal Bend district continuing to furnish about 80%. Most of the remainder originated in the Wilson-Karnes district. Shipments from the Winter Garden area were only about 35 cars.

"The Coastal Bend district has already passed the 2,700 mark and, although shipments are now expected to be lighter, the total probably will be over 3,000 cars by the end of the coming week. Harvesting is practically completed, but there are 500 cars or more being held in sheds, waiting for an improvement in market conditions. With a continuation of the dry weather, which has prevailed for the last 10 days, it is possible that onions may be rolling from this section until early July.

"The Wilson-Karnes district apparently will not be such a factor as had been anticipated. Some estimates now are that shipments will not run over 400 cars. Harvesting in the Farmersville area in north Texas is expected to begin about June 10. Some earlier reports were that movement might start the last of May, but with the prevailing low market it is likely that no effort will be made to rush the season.

"To date, the equivalent of 201 cars has originated by boat out of the Coastal Bend district. Nearly all of these went to New York, but there were a few to Boston, Baltimore and Jacksonville. On Friday a cargo of 73 cars left Corpus Christi, and on Saturday another boat carried 12 carloads. All of these were trucked direct to the pier. At least one more boat shipment will be made, late the coming week, and negotiations are under way for a boat the week following.

"The cucumber season appears to be finished, unless the market improves. There are plenty of cucumbers left, but most dealers are refusing to handle them. A few dealers are shipping a car or two daily."

5b. ANOTHER EXPLANATION OF THE POOR BERRY SEASON IN LOUISIANA

Here is an instance where one of the employees in a branch office disagrees with statements previously made in the Division Letter. His letter, dated May 25, is published below:-

"I cannot agree with the explanation of the disappointment in the Louisiana strawberry crop, as given on Page 312 of last week's D.L. It is very popular to blame everything on the depression, and possibly the discussion of it is what prolongs it. But, from all the reports in the trade that I have received, the indication is that the reason the Louisiana berries did not go over so well as usual is because they did not have the quality.

"People may not be going to shows as they used to do, and they may not be buying stocks as they formerly did, but most of them are still eating pretty regularly and, if you have something nice to sell, there is a demand for it.

"In the Northwest we have had a fine quality of strawberries from California this year, much better than usual, and the consumption has increased 60%. Possibly the people of this section find it much more pleasant to discuss the depression and politics on a full stomach." (Editor's note:- Probably both factors, the economic depression and the inferior quality of berries, helped to cause the disappointing results in the 1932 Louisiana strawberry season.)

6b. MISSISSIPPI TOMATO SEASON OPENED EARLY

B. E. Surry sent the following report from Crystal Springs in a letter dated May 30:-

"The Mississippi tomato season opened on Thursday, May 26, two weeks earlier than last year, when a local independent packing house forwarded six cars. The Shippers' Association had agreed not to load before today, but, after one shed had started, others made preparations to begin Friday. On Saturday 83 cars were moved, and fairly-heavy loadings are expected for all of this week. The season appears 'made-to-order' for the Mississippi growers. After several years of reverses, local growers are looking forward to a successful tomato deal, immediately following good returns from their cabbage.

"Quality has been described as the finest in years. Most stock is smooth, well-shaped, and free from insect damage, with sizes mostly 4x5 to 5x6. Last year, Texas' and Mississippi's heavy movement came at the same time, the last two weeks in June. This year, however, Mississippi shippers and growers are endeavoring to have the peak movement occur about June 10, or before east Texas begins shipping heavily. Opening prices have netted very good returns to growers. A flat price of $4 per bushel field lug of about 60 pounds of No. 1 tomatoes was paid last week. Beginning today, with loadings rapidly increasing, growers are being paid $3 per bushel for No. 1's. Cash-track sales for the opening day were made at $2.60-$2.65 per lug. The following day the cash price was mostly $2.50-$2.60 for lugs and $1.50 per 4-basket flat. Today the market weakened to around $2 cash and $2-$2.25 usual-terms for No. 1 stock. Demand was very light, account of the holiday. The following comparison with last year shows the date of first shipment, number of cars shipped, cash-track and usual-terms sales for lugs and 4-basket flats:

			Cash-track		Usual-terms	
	First Car	Shipments 1st day	Lugs	Flats	Lugs	Flats
1932 -	May 26	6 cars	$2.60-2.65	$1.50	$2.85	$1.70
1931 -	June 9	44 cars	1.00	.60	$1.10-1.15	.70

"Shipments for this year are estimated at 3,000 to 3,500 cars, compared with 2,700 cars in 1931 from the same acreage. One feature of marketing this year's crop is the continued trend towards the use of lugs instead of 4-basket flats. Probably less than 25% of the crop will be shipped in flats. The growth in number of large centralized packing-houses, where only lugs are used, is largely responsible for this rapid change to lugs. Flats are packed on the farm, hauled to town, and loaded directly into the cars.

"Cabbage prices declined rather sharply at shipping point last week, with very light demand after Tuesday. Since that date, more than half of the shipments have rolled unsold or on consignment. Last sales made Saturday were around $2 cash for standard crates and $1.75 for lettuce crates, with wire sales 25¢ higher. Pony crates ranged mostly $1.25-$1.35 per crate. The season is practically over, except for a few cars of late cabbage.

"Beets and carrots continued unchanged in price, with too few sales to quote. An occasional sale in mixed cars showed beets bringing 60¢ cash or 70¢ on the wire; carrots 75¢-80¢ cash or 80¢-90¢ on the wire. The movement of snap beans was light, with about 10 straight cars daily in addition to mixed carlots. Sales in mixed cars ranged mostly 80¢-90¢ for wax and 75¢-85¢ for green varieties."

7b. NOTES ON FLORIDA AND GEORGIA WATERMELONS

The following information came from R. M. Peterson, at Leesburg, Fla., under date of June 1:-

"Watermelon shipments from the Leesburg district are being cut from the early plantings which escaped freezing, constituting nearly half of the acreage of this district. Many of the replanted fields will be ready early next week, but shipments are not expected to increase to any great extent because most of the early fields will have been harvested. A few cars also will be loaded from Alachua County early next week, but the movement from that county will not become important until the following week. The north Florida and south Georgia district is expected to move a few scattered cars during the week of June 20. However, most of the first settings of melons in that area were knocked from the vines by heavy rains, delaying prospects for general loadings until after July 1.

"The melons now moving from the Leesburg district are generally of good quality, with practically no Anthracnose, and continued good quality is expected unless very high temperatures should develop along with almost daily showers which are now occurring. Some cars of poorer melons are moving from counties south of the Leesburg district, but these counties have about completed their harvesting.

"Although total movement is light, the demand has decreased considerably during the past three days, and track buyers are making a determined effort to purchase at prices much lower than present levels. Most shippers, however, feel that the slow demand is due mostly to low temperatures in the northern markets, and they are slow to reduce prices. Large sizes have been hard to move, and most cars have rolled unsold to the larger markets."

8b. MUCH LOSS TO ALABAMA POTATOES FROM HEAVY RAINS

H. F. Willson wrote as follows from Mobile in a letter of May 31:-

"The heavy rains of the week ending May 21 caused considerable loss to Alabama potatoes, particularly in the lowlands. It is estimated that the loss will be as high as 25% in some sections, but it is impossible to determine a representative figure until the most of the fields are dug. The first fields which were dug were those on the uplands with the lighter soil, and the fields affected most will not be harvested until the current week.

"Present quality of Alabama potatoes is largely dependent on how carefully the stock is graded. Some of the potatoes in the first digging after the rains were placed in sheds and allowed to dry out thoroughly, so that the defects,- particularly dry rot, scab and soft rot,- would be more-readily apparent. It is the general opinion that the carefully-graded stock will carry satisfactorily now. At the present time, there is considerable trouble being experienced with the condition upon arrival of the first shipments following the rain. The weather immediately after the rains was nearly ideal for keeping the loss at a minimum. The first few days were cool and partly cloudy, while now it is clear and warm.

"The shipments of Alabama potatoes this season through May 28 were 615 cars, compared with 2,790 to the same date last season. Most of the trade are estimating from 1,100 to 1,200 cars yet to ship, beginning with the current week, but the quantity to be shipped depends to a large extend on the percentage of loss of the potatoes being dug this week. It is generally predicted that the current will will see the peak movement, with shipments ranging from 75 to 100 cars per day."

9b. INTERESTING ITEMS REGARDING IMPERIAL VALLEY CANTALOUPES AND OTHER CROPS

The following letter came from A. E. Prugh, at Brawley, under date of May 30:-

"With present economic conditions, Imperial Valley is fortunate that a light set of cantaloupes and cool nights have held shipments to a low figure. Distribution has been poor. I saw a letter from a receiver in Tampa, in which he stated that demand for cantaloupes was the slowest of any time in his experience in selling them. The first 200-car day was Saturday, May 28, with 201 cars. The demand had slowed down at that time, when the clearing house committee held a meeting and decided to stop packing ponys. This size constituted around 25% of the crop. Movement the next day, Sunday, the 29th, dropped to 156 cars, showing the extent of the pony volume. This small size usually comes from weak vines and never has the flavor of the larger melons. The following table shows present movement and f.o.b. prices on standard 45's, compared with previous seasons:

Season	Shipments on May 29	Total through May 29	Cash price on May 29
1926:	297 cars	5,238 cars	$1.65-1.75
1927:	133	1,405	2.50-2.60
1928:	257	3,693	1.60-1.75
1929:	151	1,335	2.75-3.00
1930:	325	5,348	1.50-1.75
1931:	321	5,042	1.00-1.15
1932:	156	2,460	1.50-1.60

"The price of ripes or 'choice' has been generally 25¢-50¢ per standard crate higher than the 'fancy' or half-slip melons. Slow ripening and light yield has caused a light picking of ripes, and many have been precooled or loaded topped with 'fancy' and moved east.

"Many new strains of the old Hale's Best are being tried out this year. The eating quality of this melon was never quite satisfactory, as compared with the Pollock and Perfecto, but it was developed and grown on account of its earliness. Dr. Jagger, who originated the blight-resistant lettuce, is making progress in developing a mildew-resistant strain of cantaloupes.

"To show how widespread truck movement is becoming, a truck load of 250 crates of cantaloupes left here Friday for San Antonio. The truck carried three drivers, with a sleeping space, and of course, by continuous driving, made better time than fast freight. The cost per standard crate by freight would be about $1.25.

"A few Honey Dews and Honey Balls are moving. Two or three straight cars of Honey Dews have been shipped. A local shipper reported sales of $4-$5 per crate on his first lot of 100 crates in New York City.

"The first car of watermelons was shipped May 26. The second car on the 27th brought $60 per ton of Angelinas. Some truck sales of Klondikes were made on the 24th and 25th at $70 per ton. Five cars were shipped the 29th, all billed to Los Angeles. The jobbing price there Saturday, the 28th, was 4½¢ per pound of Klondikes. The cash f.o.b. price here Monday was $40 per ton. The few Angelinas that have been grown in previous years generally moved into Canada, but the foot-and-mouth disease embargo has closed that outlet.

"Most of Imperial tomatoes have been going out by truck or in mixed cars with cantaloupes. Very few straight cars have been shipped. Truck receipts of tomatoes in Los Angeles from Imperial and Coachella Valleys were 7,000 to 10,000 packages per day last week. On May 27 the jobbing market there was $1.75 for Imperial 9-top crates, and $2.25-$2.50 on 5x5 lugs and $1.75-$2 on 6x6's."

10b. REVISED "KU" CODE PAGE DISTRIBUTED

Under separate cover, there is being mailed to all offices which use the code a revised "KU" (Cantaloupe) page, which is to be effective on June 10. If your copies are not received, please notify the Washington office.

11b. A REPORT ON RASPBERRIES AND CHERRIES IN THE NORTHWEST

J. D. Hamilton included the following comments in a northwestern review, dated May 23 at Portland:-

"Raspberries in the Puyallup-Sumner district of Washington are spotted, with the crop estimated at 50%-65% of last year. If weather is favorable, there may be as many shipped fresh as last year, because there is little likelihood of heavy processing activity. First carlots may move around June 25. The lighter crop may result in larger berries and excellent quality.

"A heavy cherry crop is indicated in most Oregon districts, although Willamette Valley conditions are spotted, with no thoughts expressed as to probable tonnage. Cherries and pears are reported as dropping quite heavily in some Yakima Valley districts. Lewiston, Idaho, expects a 100% increase over last year's cherry shipments. First cherry shipments are expected from Lewiston, Kennewick, and eastern Oregon around June 1."

12b. ABOUT 1,600 CARLOADS ARRIVED IN NEW YORK LAST TUESDAY

The following interesting item came from E. R. Biddle, in charge of the New York City office:-

"Yesterday, May 31,- following the holiday over Memorial Day,- New York City had arrivals of 1,364 carloads by rail and boat, and truck receipts of 138 carloads on the jobbers' market, besides an approximate figure of 98 cars in the farmers' markets. This makes a total of 1,600 carloads of fruits and vegetables arriving in one day."

B. C. BOREE,
Specialist in Market News

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
CRYSTAL SPRINGS, MISS. City Hall Bldg.	809	B. E. Surry	Vegetables	May 5	July 1
BRAWLEY, CALIF.* Planters Hotel Bldg.	808	A. E. Prugh	Cantaloupes	May 9	July 9
MOBILE, ALA.* 207 P. O. Bldg.	924	H. F. Willson	Potatoes	May 16	June 11
POCOMOKE CITY, MD.* Peninsula Bldg.	878	V. H. Nicholson	Strawberries	May 23	June 18
			Potatoes	June 13	July 30
			Cucumbers	July 5	July 23
			Cantaloupes	July 25	Aug. 13
LEESBURG, FLA.* City Hall Bldg.	912	R. M. Peterson	Watermelons	May 23	June 25
WASHINGTON, N. C.* Federal Bldg.	926	R. L. Sutton	Potatoes	May 31	June 30
JACKSONVILLE, TEXAS*	811	W. D. Googe	Tomatoes	June 7	July 2
The following station probably will open on date indicated:					
MACON, GA.*	833	R. E. Keller	Peaches	June 20	July 23
The following stations close on dates indicated:					
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus	Oct. 15	April 9
			Vegetables	Dec. 7	June 4
CORPUS CHRISTI, TEXAS Chamber of Commerce	801	A. M. McDowell	Onions	May 6	June 4
MONETT, MO.* 1st Nat'l Bank Bldg.	857	R. G. Risser	Strawberries	May 14	June 7

* State cooperating

W. F. Cox in San Francisco
R. E. Keller in Chicago
A. M. McDowell in Chicago
E. E. Rutland at Shin Pond, Maine.
J. B. Owens in Washington office
R. G. Risser in Chicago

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

INSPECTION SERVICE

1c. INSPECTION WORK COMPLETED ON MAINE POTATOES

Since G. Ray Warren left Aroostook County, about April 1, Vernon Palmer, a licensed inspector, has had charge of the shipping-point work on Maine potatoes. Under date of May 28, Mr. Palmer sent the following letter from Caribou:-

"Enclosed you will find our last monthly report for this season. The volume of inspection work has been small, compared with the total number of shipments, but, due to low prices and shippers trying to keep expenses down, they have not used inspection as they should. Many shippers have expressed their idea that, if they had used inspection more consistently, they would have been far better off, as they have numerous cars in the markets on which they are advancing money to pay the freight.

"There probably will be between 3,000 and 4,000 cars that will have to be dumped in Aroostook County, if the South continues heavy shipments. There are between 5,000 and 6,000 cars in the County at the present time, and I doubt if more than half of them will be shipped.

"We have had a very favorable spring for planting. The only rain which has prevented farmers from working the ground was yesterday and today. At the close of planting season, I doubt very much if our acreage will be very far below last year's acreage. There may not be quite so much fertilizer used and they are spreading it over more ground, which may affect the yield. They are using a lot of New Brunswick fertilizer, which is much cheaper than the American fertilizer."

2c. MISSOURI BERRY INSPECTIONS ABOUT FINISHED

R. B. Landrum, Supervising Inspector, left Tulsa about a week ago and returned to his field office at Monett, Mo., from which point he wrote the following letter on May 29:-

"Local showers throughout the Missouri berry section on Thursday and Friday of the past week considerably increased the volume of loadings and will prolong the deal into next week.

"There was considerable trouble with soft and tender berries on Friday and Saturday, and for this reason I returned to Monett Friday night, with the intention of remaining until Wednesday or Thursday of this week. I am planning to meet Mr. Naylor, at Muskogee, on June 2, for a tour of the Oklahoma potato district. There is little doubt but that the berry deal will be far enough advanced by that time to justify my being away most of the time.

"Potatoes started in the southern Oklahoma district last Thursday. Two of the regular force are handling the work down there, which probably will amount to about 75 cars. It is reported that the Muskogee district is in need of rain, but I am of the opinion that there were showers in that section during the latter part of the week."

SHIPMENTS of potatoes last week totaled 4,755 cars, followed by oranges with 1,815, strawberries with 1,665, and cantaloupes with 1,205 cars.

3c. INSPECTION NOTES FROM FLORIDA AND GEORGIA

The following letter of May 24 came from O. G. Strauss, Supervising Inspector at Orlando:-

"The citrus work in Florida was finished last week in all packing houses where we were inspecting. The celery work will be finished this week.

"We have two or three more boatloads of citrus in cold storage to inspect. These are loaded on Mondays and Tuesdays each week, and consist of 15,000 to 20,000 boxes.

"Our tomato inspections are finishing up today. We are still inspecting peppers in Plant City and cucumbers in Gainesville.

"There will be quite a little time between these deals that have closed and the time when the Georgia peach season will open, as the peach deal will be late and undoubtedly small.

"We are starting today the inspection of Florida watermelons, and I hope sufficient tonnage will be obtained to keep us busy at least until the peach deal gets going. We have excellent prospects now of securing over 2,000 acres, which should yield 500 cars. These are practically all in the Leesburg section and, if this works out satisfactorily, we shall probably secure more work farther north in Florida and also some work in Georgia.

"It looks as if the peach inspection work in Georgia is going to be very difficult to handle. The crop is estimated anywhere from 2,500 to 4,000 cars. There are practically no peaches south of Macon, and the crop will mature either all at once or from the north to the south. To make up for this shortage, I am in hopes of getting some watermelon inspections, as peaches will not only be light but late.

"Our long drought was broken by a three-inch rainfall last week, and this will improve the watermelon yield. It was becoming very serious for citrus fruit, as the trees had generally started to wilt. This rainfall should hold us now, until the rainy season starts.

"Have just received a wire from J. L. Budreau & Company, of Savannah, requesting inspection. This will require about three inspectors, and we shall start on this work not later than Wednesday.

"I hardly think it will be necessary to go to Macon until the 5th or 10th of June."

4c. SHAFTER POTATO GROWERS AGREE TO CURTAIL LOADING

"We are informed by M. L. Franzen that the shippers in the Shafter district of California held a meeting yesterday (May 26), and agreed to curtail shipments to 30 cars for today and a complete shutdown following until next Tuesday. This will clean up their orders to date.

"The price of potatoes, the last week has been $1-$1.10 per 100 pounds for those grading U.S. No. 1. Most of those failing to grade have been handled on consignment. The growers so far have been exerting themselves to put up a good grade, with the result that most cars have been making U.S. No. 1. The yield has varied considerably, ranging from 50 sacks to 400 sacks per acre, with the average considerably lower than last year.

"Practically all of the Crystal Wax and Yellow Bermuda onions are cut, and at present from one to three cars daily are being certified." - (from California Inspectors' Notes, Sacramento, May 27)

5c. THE GRADING OF CANNING CROPS IN PENNSYLVANIA

D. M. James, of the Harrisburg office, has published a very interesting 4-paged multigraphed report concerning the grading of canning crops in the State of Pennsylvania. Excerpts are given below:-

"The grading of farm products for manufacture was begun in Pennsylvania in 1927. This movement was largely the outcome of the standardization program for fresh fruits and vegetables, which had grown to large proportions. Added impetus was given the cannery grading work by the increased competition from fresh produce, now available during the entire year, and by the McNary-Mapes amendment to the Federal Food and Drugs Act; both of which demanded that the canners do everything possible to improve the quality of their products.

"The use of grades in purchasing canning crops gained considerable momentum in various sections of the country during 1931. Tomatoes have led this movement from the first, although cherries, apples, snap beans, spinach and grapes have also been graded at canneries. States in which cannery grading work has been carried on include Colorado, Delaware, Illinois, Indiana, Maryland, New Jersey, New York, Ohio, Pennsylvania, Utah, Virginia and West Virginia.

"In Pennsylvania this work has increased steadily and rapidly. Beginning with 235,000 pounds of tomatoes graded at three factories in 1927, the work has grown to such an extent that 53,453,839 pounds of apples, cherries, snap beans, grapes and tomatoes were graded at 23 factories during 1931, as shown in the following table:-

Crops	1931 (pounds)	1930 (pounds)	1929 (pounds)	1928 (pounds)	1927 (pounds)
Apples	32,114,069	36,453,499	8,956,008	2,284,000	----
Cherries	2,479,124	2,710,000	----	----	----
Grapes	5,176,000	3,004,700	1,801,784	5,653,000	----
Snap Beans	320,322	131,675	373,407	----	----
Tomatoes	13,364,324	1,492,945	2,356,756	905,000	235,000
Totals	53,453,839	43,792,819	13,487,955	8,842,000	235,000

"Practically the entire volume of bulk apples purchased by Pennsylvania packers for manufacturing purposes in 1931 was secured on the basis of Federal grades under State inspection. In addition to canning stocks, bulk apples for sale as fresh fruit were purchased under State inspection at several points.

"The average quality of the 1931 apple crop delivered to canneries or barreling plants under inspection surpassed the average quality of stock in 1930, as indicated in the following table:

Grade of Bulk Apples	1931 %	1930 %
U.S. No. 1	34.5	24.5
U.S. Commercial	1.3	3.8
U.S. Cannery No. 1	34.1	33.2
U.S. Cannery No. 2	7.4	21.5
Ciders	22.7	18.0

"Federal grades for use in purchasing sour cherries for manufacturing purposes were established in the spring of 1931, so were available for use in Pennsylvania during the 1931 season. About 2,474,735 pounds of cherries were

graded in 1931 under U.S. grades, compared with 2,710,000 pounds the previous year under temporary State grades.

"During the 1931 season, 37% of all loads were classed as U.S. No. 1 and received the top price. About 48% of the loads graded U.S. No. 2, for which the growers received less than for U.S. No. 1 loads but still more than was paid for cherries ungraded. About 15% of the loads were classed as U.S. No. 3, for which the lowest price was paid by the canners purchasing on grade. The price for U.S. No. 3 loads was generally equal to the prevailing flat rate paid in the State. Therefore, 85% of all loads purchased under State certification received a higher price than if they had been sold ungraded.

"More than 5,000,000 pounds of grapes for juice manufacture were classified under State inspection during 1931, as compared with 3,000,000 pounds in 1930. The unusually heavy production in 1931 was largely responsible for this increase. The manufacturers contract with the growers for U.S. No. 1 juice grapes, but waive certain requirements necessary for packaged grapes, such as freedom from split berries and straggly bunches. The net returns to the growers are usually somewhat higher than the returns received from carlot shipments, since the expenses of packing and packages are eliminated in selling to the juice manufacturers.

"For the past three years, snap beans have been purchased under State inspection on the basis of temporary grades, since U.S. grades have not yet been established to cover this commodity. The principal factors which determine the quality of beans for canning are the degree of maturity and freedom from insect or disease injury. During the 1931 season, about 91% of the inspected beans graded No. 1, compared with 80% in 1930. Only 9% fell within the No. 2 grade during 1931, compared with 20% the preceding year.

"The fifth season of grading cannery tomatoes in Pennsylvania showed an increase from 1,492,945 pounds graded in 1930 at four canneries to 13,364,324 pounds at 12 canneries in 1931. The tomatoes grown on approximately one-third of the total cannery tomato acreage in the State were sold on the basis of grades during 1931. Classification was as follows:-

Grade	1931 %	1930 %	1929 %	1928 %	1927 %
U.S. No. 1	46	42	54	41	51
U.S. No. 2	45	54	42	51	39
Culls	9	4	4	8	10

"This work has been carried on as a self-supporting State service. Licensed inspectors are furnished upon request of buyer or seller, if request is made upon contract form furnished by the Bureau of Markets, Pennsylvania Department of Agriculture.

"The charge for this service in the past has been $8 a day, which has been sufficient to cover the costs of the work aside from supervision.

"During the 1931 season the average cost of inspection amounted to 16¢ per ton. At the smaller factories the cost was considerably higher on the ton basis, and at the larger plants the cost was considerably less.

"Due to economies in the service, made possible by the greatly-increased volume of work, the charges made for licensed inspectors may be reduced for 1932.

6c. STRAWBERRY AND ONION INSPECTIONS IN INDIANA

From information in a letter of May 26, written by J. E. Dickerson, of the Indianapolis office, strawberry inspections will start at Indiana shipping points about June 5, with practically the entire tonnage signed up for inspection. The crop looks good at present and heavy production is expected, if sufficient moisture is received. However, if dry weather continues, the crop will be materially reduced. About seven inspectors will be used, compared with four in previous seasons. Certificates will be typed in the Indianapolis office, and terminal inspectors should wire there for reports.

There is a considerable acreage of "set onions" in Indiana for the first time this season. One important firm will have approximately 50 cars of these "sets" for inspection early in July.

Heavy frosts some time ago, combined with excessively high temperatures in the day time and the continued dry weather, have cut the late onion crop materially in northern Indiana. However, the acreage there is so large that there is still opportunity to have one of the heaviest crops ever produced.

- R. C. BUTNER, Specialist in Inspection

3e. A RECENT SUMMARY OF WORK UNDER THE P.A.C. ACT

The following statement covers some items of interest relating to the status, on May 28, 1932, of the work of enforcing the provisions of the Perishable Agricultural Commodities Act and changes which have occurred since the beginning of the present fiscal year. This work falls into two main classifications,-that of licensing commission merchants, dealers, and brokers who handle fresh fruits and/or vegetables in interstate commerce, and that of handling complaints of alleged violations of the Act. The handling of complaints involves not only considerable preliminary correspondence with the parties concerned, but personal investigations in some cases, the holding of public hearings, and the issuance of orders by the Secretary of Agriculture.

On May 28 the total number of licenses issued was 18,689, an increase of 3,509 over the number issued up to July 1, 1931. The number of licenses then in effect was 15,229. Total receipts for license fees and renewals (from the beginning of this work in fall of 1930) amounted to $291,510, as compared with $151,390 received up to July 1, 1931.

Complaints in 2,190 cases have been filed under the Act since July 1, 1931, making the total number of complaints filed to date 3,717. Of this total number 2,750 have been closed for various reasons, such as: not falling within the provisions of the Act, being withdrawn or dropped by complainant, no enforceable contract, no violation or insufficient evidence of violation, amicable settlement reached between the parties concerned, or orders issued by the Secretary. Personal investigations have been made in 272 cases, as compared with 44 investigations made prior to July 1, 1931. Formal hearings have been held in 157 cases, only 13 of which had been held prior to July 1. Orders have been issued by the Secretary in 67 cases, seven of which were issued during the last week of May. In one-half of the Secretary's orders damages have been awarded, while the other half of the Secretary's orders resulted in dismissal of the cases or only disciplinary action. The causes of complaint are about evenly divided between rejection without reasonable cause and failure truly and correctly to account in connection with consignments and purchases. About one-sixth of the complaints are for various other causes, principally failure to deliver without reasonable cause.

(Prepared by W. L. Evans)

REGULATORY ACTIVITIES

1e. ADDITIONAL HEARINGS UNDER P.A.C. ACT

The following hearings under the Perishable Agricultural Commodities Act for the latter part of June and the first week of July have been announced by the U. S. Department of Agriculture. Judge R. L. Dillman, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:

Date	Place	Parties Involved
June 24	Chicago	Truck Growers Assn., Inc., Crystal Springs, Miss. vs. Western Fruit & Produce Co., Chicago.
June 25	Chicago	Peninsula Produce Exchange, Pocomoke City, Md., vs. J. A. Koliopulos & Co., Chicago.
June 27	Kewanee, Ill.	C. J. Barnes Co., Grand Forks, N. D., vs. W. R. Olson & Co., Kewanee, Ill.
June 28	Chicago	Butler, Homan & Co., Chicago, vs. Shapiro Bros. Distributing Co., Chicago.
June 29	Milwaukee	Palmer & Joslyn, Inc., Delta, Colo., vs. Gold-Hoffman-Post, Inc., Milwaukee.
June 30	Hortonville, Wis.	Harlin Fruit Co., Springfield, Mo., vs. Schweb Bros., Hortonville, Wis.
July 1	St. Paul	Klotz & O'Keefe, Chicago, vs. K. W. King & Co., St. Paul.
July 2	Minneapolis	Lansing B. Bailey, Arvin, Calif., vs. Bearman Fruit Co., Minneapolis.

2e. LOVELL H. TURNBULL COMPANY FINED $5,000 UNDER PRODUCE AGENCY ACT

The Produce Agency Act case against Lovell H. Turnbull Co. was reached for trial in Federal District Court at Detroit on Wednesday, June 1. The information consisted of 10 separate counts against individual members of the corporation, as well as against the corporation itself.

After going into the facts in the case informally with the Judge in chambers, it was agreed to accept a plea by Lovell H. Turnbull Co. of guilty to all counts and dismiss the case against the individuals. Accordingly, the Court sentenced Lovell H. Turnbull Co. to pay a fine of $5,000 within two weeks.

This case involved consignments of several cars of peaches from Zebulon, Georgia, in 1929. Investigation revealed the fact that incorrect accounting had been rendered to the shippers, resulting in defrauding them of approximately $1,400. The investigators, R. H. Shoemaker and J. W. Dykes, were present to testify as witnesses, if needed, on behalf of the Government. The Department was represented by C. P. Dorr, of the Solicitor's Office, assisting the United States Attorney.

– H. A. SPILMAN, Acting in Charge

THIS PAGE of the D.L. was stenciled before page 356 was prepared, which explains why Par. 3e was inserted on page 356 instead of on the next consecutive page.

OFFICE NOTES:

Robert Bier has gone to Cape Charles, Va., from which place he will supervise the shipping-point inspection work on Eastern Shore potatoes during the next month. He is at the Chesapeake Hotel. This is the only addition or change on the list of temporary headquarters of shipping-point inspection work, and for that reason the list is not published in this D. L.

Guy G. Chase, of the Regulatory Branch, leaves Washington today in the interest of the licensing work under the P.A.C. Act. He will be stationed in Philadelphia, Pa., and will also work in Camden and Burlington, N. J., and Wilmington, Del.

Wm. E. Harrison, of the Baltimore market-news office, was a visitor in the Washington office one day last week. He conferred with local officials regarding market reporting work.

M. A. Russell, of the Chicago office, recently made a brief trip to points in southern Illinois, to get the inspection work started on strawberries.

W. C. Hackleman, of the New York inspection office, is on a supervisory trip for one week. Yesterday he conferred with the inspector in New Haven; today he is in Providence; Saturday and Monday probably will be spent with the inspectors in Boston, and Tuesday in Springfield, Mass.

On pages 340 and 341 of last week's Division Letter and on page 357 of this D.L., lists were published of public hearings under the P.A.C. Act, which will be conducted by Judge R. L. Dillman, of the Solicitor's Office. The official stenographer at these numerous hearings during June and early July will be Miss Margaret A. Bowen, of the Solicitor's Office.

R. E. Corbin, of the Kansas City market-news office, expects to make a short trip to potato shipping points in eastern Oklahoma over this week end, for the purpose of arranging for f.o.b. reports in his daily bulletins.

The field stations of the Market News Service at Brownsville and Corpus Christi, Texas, will close on this Saturday. W. D. Googe, in charge at Brownsville, will proceed to Jacksonville, Texas, where he will issue market reports on tomatoes. A. M. McDowell, in charge of the work at Corpus Christi, will go to the Chicago office for the present.

The field office at Monett, Mo., probably will close on Tuesday, June 7, after which R. G. Risser, in charge, will go to the Chicago office.

It is expected that the Fruit and Vegetable Division offices in the Bieber Building, Washington, will be moved this Saturday and Monday (June 4 and 6) to the new extensible office building of the Department, one block eastward. During the moving operations, there may be a temporary delay in the handling of business, and all offices in the field are asked to bear patiently in this delay.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 23 June 10, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. MANY POOR-QUALITY TOMATOES FROM MEXICO THIS PAST SEASON

R. H. Bertelson, inspector in charge of the work on Mexican vegetables at Nogales, Arizona, sent the following report under date of June 1:-

"The tomato deal on the West Coast of Mexico is practically finished for this year. Three more cars are expected tomorrow, and these will be the last.

"I am enclosing a report, covering shipments out of Mexico for the past few seasons, which will be of interest to you. We have inspected a total of 1,331 cars this year, or about 22% of the shipments.

"Many of the shippers discontinued inspection, on account of the exceptionally poor quality they were receiving. In the five years that I have been coming here, I do not believe I have ever seen a poorer grade of tomatoes, taken as a whole, than those that have crossed the border this year. The season just ending has been the most disastrous, financially, in the history of tomato shipments from the West Coast of Mexico. It is conservatively estimated that losses have been at least $1,500,000 for this year.

"Some of the largest shippers have come to me the last few days, wanting to know if we would be in a position to inspect all cars crossing here the coming season. They have several plans in mind, which they believe will curtail the inferior tomatoes that have been allowed to be shipped out of Mexico in the past. Mr. Stearns, who is the largest operator in Mexico, proposes to go to the Mexican Government and get a law passed, to the effect that any car of tomatoes grading less than 65% U.S. No. 1 quality, based on our inspection, would not be allowed to cross the border. He believes that this law could easily be enforced, since all the Mexican Government would have to do would be to send one or two deputized inspectors to Nogales, who would be authorized to prevent any cars grading less than 65% from crossing the border without first being reconditioned.

"On various occasions this year, I have seen cars of poor quality which were offered to any one who would pay freight and duty, and in many cases cars have been offered for 10¢-25¢ per lug, based on f.o.b. prices. I personally believe that a great deal more confidence will be placed in the Mexican deal this coming year, if this plan of Mr. Stearns, or some similar plan, is adopted."

2a. FRUIT AND VEGETABLE DIVISION NOW LOCATED IN NEW BUILDING

The offices in Washington which handle the grading service on canned fruits and vegetables and those which handle the standard-container work will move in a few days to the new extensible office building of the Department. This completes the removal of all offices of the Fruit and Vegetable Division. Our Division is now located in adjoining rooms along the front or north side and the west side of this fine new building, commonly known as the South Building, facing B Street between 13th Street and Linworth Place, S. W. We are on the second floor.

MARKET NEWS SERVICE

1b. NORTHWESTERN CROP AND MARKET NEWS

The following information was published in a review by J. D. Hamilton, of the Portland office, on May 31:-

"Lewiston, Idaho, cherry estimates have been revised downward during the past week to 150-175 cars, due to some heavy dropping. The Dalles and Kennewick districts are starting cherry harvest this week, although no carlot movement will be attempted for several days yet. The Kennewick cherry season is expected to open with Tartarians around June 6. A trade report indicates that 1,800 tons of cherries will be barreled at The Dalles district. This means that Royal Annes will be kept off the fresh market, to a large degree. California's cherry season is shortened by warm dry weather, with total shipments estimated at 700 cars, of which 450 cars have moved through May 30. This means lesser southern competition for the northwestern June cherry movement. Eastern Oregon cherry prospects continue favorable, although an unusual proportion of the crop is showing doubles.

"Green pea movement is starting in volume from The Dalles, with first carlot last Friday. One report indicates 600 tons of The Dalles peas for canneries, and 25 cars for fresh shipments eastward, in addition to local truck movement. Telephone peas are expected from the Puget Sound territory in mixed cars around June 10.

"Strawberry markets held up well last week, with cold cloudy weather delaying Oregon's berry maturity and permitting clean-up from Kennewick around $1.75-$2 per crate, f.o.b. Following the Decoration Day holiday, however, all northwestern markets were flooded with Oregon Marshall-type berries, with prices at Portland down to40¢-50¢ per crate. Inactive cannery and barrelers' demand for strawberries is one cause for the heavy offerings on the fresh markets. Hood River Clark Seedlings moved into the North Central States. Puget Sound berry districts will be in production within a few days. Yakima Valley peach conditions indicate the best and largest crop in years.

"First lettuce shipments from Puget Sound district sold around $2.50-$2.75 per crate f.o.b., with quality good. First shipments are moving into eastern Canada. Pasco is the only other northwestern district now shipping, although some excellent-quality lettuce is available for the local markets."

2b. CANADIAN EMBARGO MODIFIED

Some days ago, Canada placed an embargo against ground fruits and vegetables originating in California, Oregon, Nevada and Arizona, because of an outbreak of foot-and-mouth disease in a section of California.

On June 7, Walter Kingsbury, of the Los Angeles office, wired us as follows: "Local office Canadian Pacific Railroad advises following wire just received from an official of Canadian National Railways:

'Embargo amended today, permitting ground fruits and vegetables to enter Canada, providing accompanied by official certificate of State Dept. of Agriculture that the product was grown outside the infected area and did not enter infected area within 60 days.'"

- CONDITION of fresh prunes in Pacific Northwest is above that of last year.

3b. IMPERIAL VALLEY CANTALOUPE MARKET WEAK

A. E. Prugh wrote as follows from Brawley, Calif., on June 6:-

"The cantaloupe market has sagged to $1.10-$1.15 on the basis of standard 45's. Some shippers are getting 10¢-15¢ premium on jumbo 45's and some are selling straight across on standards and jumbos. For the last couple of days, several cars have gone out on a $300-per-car guaranteed advance. The market had reached this low level last year, but movement up to June 5 inclusive was 7,368 cars, compared with only 3,918 to the same date this year. Besides, last year the first peak day was May 25, with 394 cars, and this season the heaviest movement on any day has been 256 cars. There was a better demand today at present low prices, on account of the lifting of the Canadian embargo. Practically all shippers discontinued packing ponys on May 28, and it appears now that it will be necessary for the Clearing House to start pro-rating shipments before the 300-per-day mark is reached. Distribution to small cities has been the poorest of any season in recent years. Movement has been mostly to the large cities, entirely too many cars having been billed to New York.

"The weather has been exceptionally cool this season, and a maximum of 76 degrees last Friday was the coolest since 1925. There were some fairly heavy showers that day, which is also very unusual. Light yields have probably been caused mostly by the heavy winds the last week in March and the first two weeks in April, which blighted so many of the melons at that time.

"It is reported that a hailstorm destroyed over 1,000 acres of cantaloupes in the Phoenix district last Friday. Two cars have moved from Yuma to date, one on the 2nd and one on the 4th of June.

"A few Perfectos have already been loaded here in the Valley, but picking from the uncovered acreage will be very light until next week.

"The Honey Dew movement has been light and the cash-track price dropped yesterday to $1.10 per crate. The weather has been so cool that the melons have filled with plenty of sugar but do not have color. Honey Ball movement also has been light, with yesterday's market $2-$2.25 per standard 45 crate.

"The greater part of the tomato crop has been moving to Los Angeles by truck. Last week, Los Angeles received 86,815 crates and lugs by truck from Imperial and Coachella Valleys. Crates of 9-tops sold in Los Angeles today, June 6, at 85¢-$1; 12-tops 75¢-85¢; 16's 40¢-50¢; with 5x5 lugs $1.25-$1.50, 6x6's 85¢-$1.25; and 7x7's 50¢-75¢.

"The first car of watermelons was shipped on May 26, with a total of 115 to June 5, inclusive. Sizes have been running small, but melons have been cutting good. Los Angeles takes about 40% of the crop, but the weather there has been too cool for watermelon consumption. The f.o.b. demand is better today, at $20-$25 per ton of 13-18 pound melons, on account of the lifting of the Canadian embargo.

"To show the extent of the truck movement out of Imperial Valley, last year Los Angeles alone received the equivalent of 1,931 cars, among which were 595 cars of cantaloupes, 373 grapefruit, 201 lettuce, 290 tomatoes and 202 watermelons."

4b. ANOTHER SUMMARY DISTRIBUTED

The following additional summary of a field deal was distributed this week:-

"Marketing California Grapes, 1931 Season," by A. E. Prugh.

5b. DEHYDRATION OF ONIONS, GARLIC, PEPPERS, ETC., IN SOUTHERN TEXAS

The following interesting report came from A. M. McDowell, at Corpus Christi, under date of June 5:-

"Onion shipments in the Coastal Bend district of Texas decreased this week, as the season nears its close. The coming week probably will see the end of active movement, although there will be light shipments through most of the remainder of the month. A large part of the remaining stock will be shipped by boat.

"About 150 cars originated in the Wilson-Karnes district last week, 40 of which were shipped on Friday, the greatest number on any date so far this season. With 324 cars out through Friday, the season was believed to be about two-thirds over. Reports are that the season in the Farmersville district in north Texas may begin within a day or two.

"Despite lighter shipments and decreasing track holdings in the terminal markets, there was very little inquiry or demand at shipping points. Prices on a usual-terms basis for commercial-grade Yellow Bermudas had declined to 40¢ per 50-pound sack, and there were very few sales at that figure.

"An interesting development in the district is the installation of a plant for dehydrating onions, garlic, peppers and pimientos. The onions and garlic are reduced to powder form and are used by canners for seasoning ketchup and similar products. Peppers and pimientos are diced into small pieces and are used in certain meat preparations. The venture, which is purely experimental, is being watched with interest, as its success will offer an additional outlet for not only the vegetables mentioned above but others, as well."

6b. NOTES ON WASHINGTON LETTUCE AND POTATOES

The following appeared in a review published by T. R. Hall, at Seattle, on June 2:-

"Distribution of Iceberg lettuce from western Washington has been active, shipments to date aggregating about 80 cars. Pasco and Walla Walla are also moving a few cars daily. Quality of this year's crop is very good, and there is a good cash demand, f.o.b. shipping points. Prices have ranged as high as $3 per crate, but, with an increase in shipments after June 1, the cash market was around $2.65-$2.75 per crate. Most cars were grading U.S. No.1.

"A few lots of old potatoes in common storage at points of production are being picked over and graded for marketing, but the demand is very poor. About 200 to 250 cars of potatoes are being held in Yakima Valley cold-storages for the late market. Dealers are asking $18-$20 per ton for well-graded Russets, but only a light demand exists. Some optimism over prospects for the early crop of potatoes in Benton County, Washington, has been brought on by unofficial planting-intentions reports, which point to an approximate 25% reduction in acreage from that of last year."

7b. A REVIEW OF THE 1931 WATERMELON SEASON IN IMPERIAL VALLEY

Under date of June 2, 1932, at Brawley, A. E. Prugh published a three-paged mimeographed "Review of the 1931 Imperial Valley Watermelon Season." Interesting statistical tables are presented, along with explanatory text. Copies probably can be obtained directly from Mr. Prugh.

8b. EASTERN SHORE BERRIES FINISHING; POTATO MOVEMENT STARTING

V. H. Nicholson sent the following information from Pocomoke City, Md., in a letter of June 6:-

"The Virginia strawberry season is practically finished. The Hallwood auction block is expected to close today, and most of the other blocks located in Virginia have already closed or will close early this week. Dry weather and low prices have hastened the end of the season in that section.

"There should be a moderate movement from Marion, Md., for a few days this week, but the crop of late varieties is reported to be light. It is possible that the Marion auction will close around the end of this week. The crop around Pittsville is reported to be smaller than was first indicated, but that section should have a fair movement of Chesapeakes all this week. The Delaware crop is running behind earlier indications.

"Trucks continue to haul most of the shipments. Since May 23, the trucks have hauled 271,386 crates, according to the Delaware Bureau of Markets, or just slightly in excess of the total number reported out by truck from May 25 to June 22 last season. Shipments by freight, express and boat since May 23 total 333 carlots. On the basis of 260 crates to the carload, the truck movement approximates 1043 carlots or about 75% of the total shipments since May 23. This does not take into consideration truck shipments that did not pass through Delaware.

"However, the total shipments have not been running far ahead of last season. Movement to date approximates 1,390 carlots, not including truck shipments prior to May 23. Total movement to the corresponding date last season approximated 1,302 carlots, exclusive of truck shipments before May 25.

"The first car of Eastern Shore potatoes moved last Friday from the Cape Charles section. A few cars may move out this week, but no heavy movement is expected before the middle of next week. Practically all of the Virginia crop is badly in need of rain and, unless rain falls in a few days, yields will be cut considerably. Some growers are predicting that yields of the first fields dug will not be in excess of 20 barrels to the acre. A shower fell over a part of the district Sunday night, but it did not reach far south of the Maryland-Virginia line and is reported to have been too light to be of any material benefit."

9b. HEAVY MOVEMENT OF MISSISSIPPI TOMATOES

The following report came from B. E. Surry, at Crystal Springs, under date of June 6:-

"Mississippi tomato shipments were quite heavy last week, with total to date passing the 1,000 mark yesterday. The cash-track price for No. 1 lugs declined from $2 a week ago to $1.25 today, while flats have been reduced to around 60¢ cash, compared with $1 last week. Growers are receiving $1.50 per bushel field crate of No. 1's, as against $3 a week ago. No. 2's are worth only 75¢ per bushel. Demand was slow most of the week, especially for 4-basket flats. Sizes are reported to be running smaller than first pickings, with second clusters packing heavily to 6x7 and 7x7 in some sections of the State. The peak movement of perhaps 1,000 cars or more is expected this week.

"Cabbage shipments totaled about 75 cars last week, in addition to mixed carlots. With shipments for the country below those of the two

previous weeks, the market strengthened slightly and most cars probably were sold at shipping point. Quotations included ponys at $1.25-$1.35, lettuce crates at $1.75-$1.85 and standard crates at $1.90-$2.10, cash-track. These prices represent values more than twice those of a year ago.

"Approximately 90 cars of snap beans were loaded last week, bringing the present total for the season to around 180 cars, compared with a final of 201 cars in 1931. The season will be practically over in another week. A few cars were sold at shipping point, ranging mostly 60¢-75¢ cash, depending on quality and variety."

10b. NORTH CAROLINA POTATO MOVEMENT ACTIVE

R. L. Sutton included the following information in a letter of June 8 from Washington, N. C.:-

"Movement of the 1932 crop of potatoes in North Carolina got under way just about the first of June. The first car moved May 24, and a total of 80 cars went out from that time to June 1. This season through June 7 about 923 cars have been started to market, as compared with 1,012 to the same time in 1931. Last year the total carlot movement amounted to 8,680 cars.

"The acreage this year is about one-third smaller, there being 22,500 acres planted. The indicated yield is the same as last year's,- 155 bushels per acre. This estimated yield of 56 barrels per acre is being improved upon in actual digging operations at several points in Beaufort County. It has been reported that yields in many fields in the Mt. Olive territory are disappointing. Some growers in the vicinity of Aurora in Beaufort County are obtaining as high as 60-75 barrels of primes per acre. Quality in North Carolina is good, potatoes being mostly clean and bright.

"The heaviest loadings of the season occurred yesterday (June 7), when 325 cars left the State. The demand is very slow, and a weak situation exists. More cars rolled unsold than were actually booked. It is estimated that the outturn this week will approximate 1,800 cars. Last year for the same period 3,089 cars were shipped. North Carolina shippers are experiencing difficulty in obtaining outlets in the Middlewest, on account of the continued active movement from Alabama, Louisiana and Texas."

11b. ALABAMA POTATO SEASON NEAR AN END

H. F. Willson wrote as follows from Mobile in a letter of June 7:-

"It is estimated that Alabama's potato shipments for the current week will be around 450 cars. Both Baldwin and Mobile County will be practically finished this week, but the shipments from Escambia County are now at their peak. There is a possibility of the movement during the current week being curtailed sufficiently to result in moderate shipments through the first part of next week.

"At the present time, there is an increasing tendency among some of the shippers and growers to hold back their digging, in hopes that the market for 'reds' will be slightly better next week. In recent years, it has been possible to obtain slightly higher prices at the close of the season, even though the general marketing conditions have shown no improvement. This is largely due to some markets showing a decided preference for 'red' potatoes and, at the close of the Alabama season, the available supplies for the more eastern markets are often relatively light. (continued on next page)

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
CRYSTAL SPRINGS, MISS. City Hall Bldg.	809	B. E. Surry	Vegetables	May 5	July 1
BRAWLEY, CALIF.* Planters Hotel Bldg.	808	A. E. Prugh	Cantaloupes	May 9	July 9
POCOMOKE CITY, MD.* Peninsula Bldg.	878	V. H. Nicholson	Strawberries	May 23	June 18
			Potatoes	June 13	July 30
			Cucumbers	July 5	July 23
			Cantaloupes	July 25	Aug. 13
MOBILE, ALA.*	924	H. F. Willson	Potatoes	May 16	June 15
LEESBURG, FLA.* City Hall Bldg.	912	R. M. Peterson	Watermelons	May 23	June 25
WASHINGTON, N. C.* Federal Bldg.	926	R. L. Sutton	Potatoes	May 31	June 30
JACKSONVILLE, TEXAS*	811	W. D. Googe	Tomatoes	June 7	July 2
The following station probably will open on date indicated:					
MACON, GA.*	833	R. E. Keller	Peaches	June 20	July 23

*State cooperating

W. F. Cox in San Francisco
R. E. Keller on leave
A. M. McDowell in Chicago
J. B. Owens in Washington office
R. G. Risser in Chicago
H. E. Rutland at Shin Pond, Maine.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

(continued from Page 364)

"During the past week, potatoes have been in light demand and the market has declined steadily. A week ago, the prevailing usual-terms f.o.b. price for 100-pound sacks of Alabama Bliss Triumphs, U.S. No. 1's, was $1.40-$1.50, while today the price ranged from 75¢ to 90¢. Quality has improved considerably during the past week."

B. C. BOREE,
Specialist in Market News

INSPECTION SERVICE

1c. EAST TEXAS TOMATO INSPECTION NOTES

H. T. Longino, Supervising Inspector for Texas, has his headquarters now at Jacksonville, and sent the following report from there on June 6:-

"It seems that the tomato movement has been considerably delayed in this section, due to a difference in plantings after the freeze in March. There was a small percentage of plantings saved in beds over the entire territory, which have produced mature stock at this time. The market was 4¢-5¢ per pound and, naturally, growers rushed in all of this early stock. There was a tendency to harvest immature stock along with this early crop. We have inspected about 50 cars in this section to date, and have gotten U.S. No. 1 on only a few cars for one point. The main difficulty has been immature stock.

"There are only eight inspectors located in the southern part of this section, and we are gradually moving the Lower Valley and Corpus Christi crews into this section. It is possible that our movement will get under way actively between the 12th and 15th of the month.

"The Yoakum district is being taken care of by two inspectors, as compared with 10 last season. That section was hit by the hail, and has the same difference in plantings as found in this territory. There will not be over 200 cars out of the Yoakum section. In the Jacksonville section, considerable Blossom-End Rot is showing up in the fields. The entire territory needs a general rain, in order to get the tonnage."

2c. SOME STRAWBERRIES BEING INSPECTED IN NEW JERSEY

Wm. C. Lynn, Supervisor of Fruit and Vegetable Marketing in the State of New Jersey, wrote as follows from Trenton in a letter of June 7:-

"We started inspection work yesterday, June 6, at the Cedarville auction market, which has opened for the season with the sale of strawberries. Our work at this point will be done the same as last year, - i.e., inspections will be made at the request of buyer after the lot has been bought. Our first day's work resulted in the inspection of three cars, of which one was U.S. No. 1, and two cars averaged 85% No. 1 quality. There is a good volume of strawberries in this section, and we should have a fair amount of work on this product for the next couple of weeks.

We are planning to mail the Washington office copies of certificates direct from Cedarville, so that the car numbers may be placed on your lists. Cars are being marked in the usual manner and, at the present time, we shall not undertake to advise inspection offices from Trenton.

"I had anticipated that most of our inspection work of berries would be of trucklots, as last year. It appears, however, that we shall have proportionately more car work than trucklots for this week. Nevertheless, a large volume is moving out by truck, which as yet we have not been called upon to inspect."

2½c. REVISED PAGE FOR SPINACH INSPECTION CIRCULAR

With this D.L., each inspector will receive a sheet, containing revised pages 3 and 4, marked 3a and 4a, to be substituted in the inspection circular on spinach. Be sure to substitute this new sheet at once.

3c. INSPECTION PROSPECTS FOR TENNESSEE CABBAGE AND TOMATOES

The following letter of May 28 came from T. W. Ayres, Supervising Inspector, at Humboldt, Tenn.:-

"Shippers are trying to load out the first car of cabbage today, but we are not sure of inspecting it. The quality promises to be good.

"Will hold a short class or round-table discussion with about 14 experienced inspectors, that we expect to use on cabbage work, next Monday morning. We transferred 10 inspectors to Mr. Kinsey in Mississippi today.

"The tomato acreage in Tennessee is larger than last year, and we expect to use between 75 and 100 men. I presume the school will be held around the 25th of June."

4c. ARRIVALS OF MEXICAN VEGETABLES THROUGH NOGALES, ARIZONA, LAST SEVEN SEASONS

The following tabulation is the one referred to in Mr. Bertelson's letter, published on first page of this D.L. It was printed on letterhead of the Western Customs Brokers, Inc., and presumably is a correct report of the number of cars of Mexican vegetables arriving through Nogales:-

	1931-32	1930-31	1929-30	1928-29	1927-28	1926-27	1925-26
Tomatoes. . . .	4,557	4,192	5,579	3,898	3,883	4,581	2,957
Peas	1,229	1,336	1,998	1,351	953	956	585
Peppers.	154	169	334	279	391	390	184
String beans . .	107	34	-	-	-	-	-
Melons	11	-	75	13	251	60	298
Mixed vegetables.	101	222	242	146	264	132	242
	6,159	5,953	8,228	5,687	5,742	6,119	4,266

5c. CALIFORNIA INSPECTIONS FOR MAY

California Inspectors' Notes, dated June 3 at Sacramento, carried the following report of shipping-point inspections in that State during May:-

Including 40 shipside inspections at San Francisco, 10 at Los Angeles and 5 at San Bernardino, total inspections for the month were 4,109. Leading districts were as follows:- Santa Maria 624, Shafter-Arvin 584, Salinas 551, Los Angeles 496, Sacramento-Dixon 382, Indio 380, San Jose-Hayward 348, Watsonville 253, San Francisco 149, Stockton 116.

6c. A REVISED LIST OF PAST-DUE ACCOUNTS

On June 3, a copy of the revised list of Past-Due Accounts was mailed to each inspection office. If anyone was overlooked, he should request a copy.

The following should be added to this revised list of Past-Due Accounts:

Powell, A. E. Presque Isle, Maine $8.36

The following should be taken from list of Past-Due Accounts:

U. F. Powell and Son, Boise, Idaho $1.00

(BE SURE TO DESTROY the old or original list, distributed last year)

- CONDITION of the apple crop on June 1 was reported at 59%, compared with 76% a year ago and 68% the 10-year average for 1919-1928.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PUERTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1357, San Juan, P. R.	Citrus Pineapples	(year around)	
TEXAS:	H. T. Longino, Municipal Bldg., Box 835, Jacksonville, Texas	Tomatoes	June 6	June 25
ARIZONA:	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Cantaloupes	June 10	July 15
ALABAMA:	J. A. Marks, Foley, Ala.	Vegetables	May 21	July 1
MISSISSIPPI:	E. S. Kinsey, Crystal Springs, Miss.	Vegetables	April 25	July 1
TENNESSEE:	T. W. Ayres, Hotel Humboldt, Box 43, Humboldt, Tenn.	Strawberries Vegetables	May 2 June 1	June 10 June 30
NORTH CAROLINA:	G. Ray Warren, Elizabeth City, N. C.	Potatoes	May 31	June 25
VIRGINIA:	Robert Bier, Chesapeake Hotel, Cape Charles, Va.	Potatoes	June 6	July 1
OKLAHOMA AND ARKANSAS:	R. B. Landrum, 301 Manhattan Bldg., Muskogee, Okla.	Potatoes	June 7	June 25
GEORGIA:	O. G. Strauss, Macon, Ga. (General Delivery)	Peaches	June 13	July 23

REPORTS on Arkansas potatoes can be obtained from Labe Dean, Van Buren, Ark.

REPORTS on Norfolk section potatoes can be obtained from H. H. Henderson, Norfolk office.

P. C. BUTNER,
Specialist in Inspection

REGULATORY ACTIVITIES

1e. BOSTON FIRM WAS JUSTIFIED IN REJECTING CAR OF GRAPES

The Secretary of Agriculture has dismissed the complaint brought by the Agricultural Exchange, of Pittsburgh, against the B. & D. Fruit Co., of Boston, under the provisions of the Perishable Agricultural Commodities Act.

On October 23, 1930, the Agricultural Exchange through its agent, J. B. Valente, sold to the B. & D. Fruit Co. a car of "Burger Juice Grapes," f.o.b. shipping point. The grapes were shipped from California on October 10 and at the time of sale were at Pittsburgh, Pa. The B. & D. Fruit Co. paid $100 on the purchase price at the time of purchase and received an invoice, in which the grapes were described as "fine Burgers inspected Pittsburgh." The B. & D. Fruit Co. understood from this that the grapes were inspected at Pittsburgh and that they were a very fine car. Upon arrival at Boston, the grapes were inspected by the B. & D. Fruit Co. on October 27, and part of them were found to be leaking and moldy, with some sunburned and overripe. The condition indicated that this was not a fine car of grapes on the date of purchase, October 23. After rejection, the car was resold. The Secretary held that the rejection was not without reasonable cause and that the grapes did not conform to sale specifications.

In this case, the B. & D. Fruit Co. contended that the Agricultural Exchange contract showed that the latter was merely an agent of an undisclosed owner of the grapes and that, therefore, the Agricultural Exchange had sustained no loss, and no award of damages could be made in its favor and, furthermore, the Agricultural Exchange was not the real party in interest. This contention on the part of the B. & D. Fruit Co. was based in part on the Secretary's decision in Agricultural Exchange vs. Gerrardo Riccio, PACA Docket No. 69. In that case the Agricultural Exchange counsel, while not having made a formal motion for a rehearing, has set up the claim that an agent may sue on an agreement in writing made by him in his own name on behalf of either disclosed or undisclosed principal, although the principal may also sue on the same contract. The Secretary discussed this point at some length, giving a number of citations, and then stated that, irrespective of how a similar contract might be construed in other jurisdictions, he was of the opinion that the rule announced in Docket No. 69 should not have been applied to a Massachusetts contract, and, even though it appeared by Exhibit 1 in the instant case that complainant acted as agent only, the complainant was authorized, under the Massachusetts law, to prosecute the complaint in its own name.

PRODUCTION OF PEACHES in the United States this season may amount to 48,927,000 bushels, which is but little more than half a full crop. If no changes in prospects occur between now and harvest time, this year's crop would be 63% of last year's peach production and 86% of the average for the five-year period, 1924-1928. June 1 condition was only 52% of normal, compared with 79% a year ago. The late spring freeze was severely felt in nearly all sections except in the North Atlantic and the western group of States. California may have a crop of almost 28,000,000 bushels, which would be 14% more than in 1931. The 10 southern (early) States expect only 30% of last year's production.

2e. SECRETARY DISMISSES THREE COMPLAINTS BROUGHT BY SHORTENED PROCEDURE UNDER THE P.A.C. ACT

The following cases, brought by shortened procedure under the P.A.C. Act, were recently dismissed by the Secretary:

S. Friedman & Son vs. Diamond Fruit Company

The Secretary has dismissed the complaint brought by S. Friedman & Son, of Chicago, against the Diamond Fruit Co., of Cleveland, which complaint alleged an unlawful rejection of a car of potatoes. The Diamond Fruit Co. admitted that they bought U.S. No. 1 potatoes and that the potatoes furnished were of that grade, but insisted it had been definitely specified that the potatoes were to be of baking size. The evidence showed that the potatoes were not large enough to meet that specification. There was no contract in writing and there seem to have been no other witnesses present at the time the oral contract was entered into. Therefore, it was largely a question of one party's word against that of the other. Since the complainant must establish his case by a fair preponderance of the testimony and, in this instance failed to do so, the case was dismissed.

LaMantia Bros. Arrigo Co. vs. J. B. Paquette

The Secretary has dismissed the complaint brought by LaMantia Bros. Arrigo Co., of Chicago, against J. B. Paquette, of Brawley, Calif., in connection with 75 crates of broccoli. The complainant claimed that the broccoli was to be furnished in lettuce crates, whereas it was furnished in pea crates, and that, because of the resulting difference in weight, the complainant suffered a loss. Respondent filed a counter-complaint, claiming that he was not the shipper but acted in good faith as complainant's agent and that there was due him from complainant the sum of $50 brokerage. The Secretary held that neither complainant nor respondent had established by fair preponderance of evidence damage against the other, which would warrant finding of reparation as due either party.

Great Lakes Produce Corporation vs. C. I.& M. Dingfelder

The Secretary also dismissed the complaint of the Great Lakes Produce Corporation, Buffalo, N. Y., against C. I. & M. Dingfelder, of New York City, which alleged failure to deliver, in accordance with the terms of the contract, a car of peppers. It was claimed that a car of Fancy peppers had been purchased; that those received were inferior to the ones specified in the contract; that the complainant had no opportunity to inspect the peppers until their arrival and that, because of the inferior peppers, the complainant suffered a loss in the sum of $1,065.12. The peppers were sold f.o.b. Sanford, Fla., and were five days en route. No inspection was made at the time of arrival and the complainant accepted the peppers. Sixteen days after the peppers were unloaded, a Government inspection was obtained, which showed that they then failed to grade U.S. No. 1 only on account of decay, but that they met the requirements as to quality and grade.

Complainant made no explanation as to how the loss of $1,065.12, or any other amount, was incurred. Complainant did allege that peppers furnished were not of market value they would have been, if they had been of the quality, kind, and grade purchased. The Secretary held that the bare statement in the complaint that complainant was damaged in the sum stated, without showing the basis of the conclusion, could not be accepted as proof of loss, and that the proof offered was insufficient to show either a breach of warranty or the amount of damages sustained.

3e. MORE ABOUT LICENSES UNDER THE P.A.C. ACT

In view of a possible misunderstanding of the item which appeared as Par. 3e in last week's Division Letter, regarding the number of licenses issued under the Perishable Agricultural Commodities Act, the following more-complete statement is furnished:-

The number of licenses in effect on May 28, 1932 was 15,229, as compared with 15,139 on July 1, 1931, making an increase of 90 during the eleven months' period. However, up to May 28, 1932, a total of 18,689 licenses had been issued, as compared with 15,180 issued up to July 1, 1931, an increase of 3,509 licenses issued. Of the 18,689 licenses issued 3,460 have been terminated for various reasons, principally for nonpayment of renewal fees. Many of these terminations, however, undoubtedly will need to be replaced by new licenses for those who are still in business. Such persons are subject to prosecution.

The receipts for license fees and renewals from the beginning of this work in the fall of 1930 to July 1, 1931, were $151,390. The amount received during the eleven months since July 1, 1931, was $140,120. The significance of the fact that the amount received since July 1, 1931, is less than the amount received during the preceding fiscal year is that only 10,604 licenses have been renewed to date. Against approximately 4,500 licenses which were not renewed within the prescribed time-limit, 3,509 fees for new licenses were received since July 1. Renewal fees are the same as original license fees, namely $10 per year. Licenses have been required only since December 10, 1930.

4e. CAR OF TOMATOES REJECTED WITHOUT REASONABLE CAUSE

The Secretary of Agriculture has found the St. Louis Fruit Co., of St. Louis, Mo., guilty of a violation of the Perishable Agricultural Commodities Act of 1930, in that it rejected a car of tomatoes without reasonable cause, and he has ordered the facts to be published.

The St. Louis Fruit Co., in August, 1930, contracted to buy from H. G. Hawkins, of Yakima, Washington, a carload of tomatoes, f.o.b. shipping point. Upon arrival, the St. Louis Fruit Co. rejected the car on the ground that the quality did not measure up to specifications in the contract. The Fruit Co. presented only one witness, who testified that the main objection to the car was that the tomatoes were not ripening uniformly; that some were ripe, some turning, and some green. The car was inspected by a representative of the Department of Agriculture and his original inspection report was introduced as evidence. It showed clearly that the tomatoes did comply with the terms of the contract. Furthermore, the official market news report of the the Department of Agriculture shows that the market for tomatoes in St. Louis declined considerably between the time of making the contract and the time of arrival of the tomatoes. The Secretary held that the rejection of the car of tomatoes by respondent was without reasonable cause and was in violation of the Act.

PEAR PRODUCTION in the United States this year may amount to about 21,487,000 bushels, or 6% less than the 1931 crop and 16% less than the very large crop of 1930. California expects a better crop than that of 1931. Conditions in the Northwest are somewhat spotted. New York crop looks good. Michigan may have a good early production but poor showing of late varieties.

5e. BUFFALO FIRM ORDERED TO PAY FOR CAR OF PINEAPPLES

The Secretary of Agriculture has ordered the Great Lakes Produce Corporation, Buffalo, to pay C. I. & M. Dingfelder, New York City, $501 plus interest at 6% from June 9, 1931, as the result of a complaint brought under the Perishable Agricultural Commodities Act.

On or about June 9, 1931, Dingfelder received from the Great Lakes Produce Corporation a telephone order for one car of pineapples. Dingfelder purchased the pineapples from the Independent Fruit Auction Co. for $1.50 per crate, plus $21 lighterage, and thereupon shipped the pineapples to the Great Lakes Produce Corporation. That organization accepted and received the pineapples but refused to pay for them, on the ground that it had a counterclaim against Dingfelder on a prior and separate transaction. The Great Lakes Produce Corporation claimed that Dingfelder did not act as its agent in buying the pinapples, but that they were purchased direct from Dingfelder. The Corporation further claimed that the provision in the law, penalizing failure truly and correctly to account, must be read in conjunction with language preceding it in Par. 4, Section 2, of the Act and that, therefore, the failure to pay must be coupled with acts and circumstances showing a fraudulent purpose and false or misle ding statements.

The Secretary held that the language referred to in the Act clearly indicates that it was the intention of Congress to make failure or refusal to pay for perishable agricultural commodities a violation of the Act and that the phrase "truly and correctly to account promptly" means that payment must be made promptly by purchaser of such commodities, and that for a buyer to refuse to pay for commodities purchased and accepted by him is in itself an unfair practice and may also be a fraudulent practice. The Secretary held that whether Dingfelder made a direct sale of the pineapples to the Great Lakes Produce Corporation or whether he purchased them for its account is not highly important; that the Great Lakes Produce Corporation's counterclaim related to an entirely separate transaction and would have to be considered separately, and that there was due and owing Dingfelder the sum of $501, no part of which had been paid. Reparation order, therefore, was issued in the sum of $501 in complainant's favor, with interest from June 9, 1931.

6e. ADDITIONAL HEARINGS LISTED UNDER P.A.C. ACT

The following hearings under the Perishable Agricultural Commodities Act have been announced by the U.S. Department of Agriculture. Judge R. L. Dillman, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:-

Date	Place	Parties Involved
July 6	Kansas City, Mo.	Florida Mixed Car Co., Plant City, Fla., vs. N. DeMaria & Sons, Kansas City
July 7	Salina, Kansas	Chandler-Davis Co., Lakeland, Fla., vs. William Kier, operating as William Kier Distributing Co., Salina, Kansas.
July 8	Fort Worth, Texas	A. F. Takamine, doing business as A.F. Takamine Co. Denver, Colo., vs. U. H. Griggs, Fort Worth
July 9	Texarkana, Ark.	Cochrane Brokerage Co., Kansas City, Mo., vs. Cash Produce Co., Texarkana, Akransas.

H. A. SPILMAN, Acting in Charge

OFFICE NOTES:

Mr. Sherman expects to go to Harrisburg, Pa., on Wednesday, the 15th, where he will confer with a committee of State officials regarding the cooperative program of work for the coming fiscal year.

T. C. Curry, of the Regulatory Branch, expects to go to Philadelphia next Monday, June 13, for about three days of investigational work on cases under the Produce Agency Act.

C. H. Walleigh, also of the Regulatory Branch, left Washington last night for various points in Pennsylvania, New Jersey, New York and Massachusetts, where he will make investigations relating to the licensing of dealers under the P.A.C. Act. He may be absent nearly two weeks.

R. E. Keller, who has been temporarily in the Chicago market-news office, has now gone on a few days' annual leave, and will report for field duty at Macon, Ga., about June 17. He will issue market reports on Georgia peaches during the period of active movement.

O. G. Strauss will proceed from Orlando, Fla., to Macon, Ga., early next week, in order to supervise the shipping-point inspection work on Georgia peaches and melons.

H. H. Henderson, of the Norfolk office, is supervising the shipping-point inspections of potatoes in the Norfolk district of Virginia.

R. B. Landrum now has his field headquarters at Muskogee, Okla., from which place he will supervise the shipping-point work on potatoes and other crops.

Hart T. Longino has moved his headquarters to the Municipal Bldg., at Jacksonville, Texas, while he supervises the inspection work on eastern Texas tomatoes during the next few weeks.

C. P. Dorr, of the Solicitor's Office, and C. R. Newton, of the Regulatory Branch of our Division, will leave Washington this evening for San Francisco, where they will attend a hearing in removal proceedings of Lindsay Cochran and Edward Broome, under indictment in the Federal Court at Spokane for violation of the Produce Agency Act. The defendants in this case are endeavoring to avoid being removed from San Francisco to the jurisdiction of the U.S. Court at Spokane. On the return trip from the West, Mr. Newton probably will make investigations relating to other cases under the Produce Agency Act and the P.A.C. Act.

Opening of the new addition to the Federal Building in Milwaukee has necessitated the renumbering of offices in the old building, and the office occupied by H. A. Arenz, inspector, is now numbered 510, instead of 507. Please make this change on all copies of the inspectors' address list. Owing to renaming of streets and renumbering of houses, the new street address for the Federal Building is 517 East Wisconsin Ave., Milwaukee.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 24 June 17, 1932

FRUIT AND VEGETABLE DIVISION LETTER

(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. TELEPHONE EQUIPMENT RESTRICTED

Approval will not be given for the installation or rental of hand sets or French-type telephones. It is accordingly requested that this item not be included in telephone contracts for the coming fiscal year.

2a. APPLES IN COLD STORAGE ON JUNE 1

On Monday the following report on cold-storage holdings of apples for June 1 was released by the Department in Washington:-

	Barrels	Boxes	Baskets
June 1, 1932:	63,000	1,362,000	467,000
June 1, 1931:	38,000	1,425,000	193,000
Five-year avg.:	118,000	951,000	229,000

Total holdings under refrigeration were equivalent to 673,000 barrels, which is 17% more than last spring and 32% above the five-year average figure. Cold-storage supplies in barrels were about two-thirds heavier than a year ago, but 47% below average. Boxes were 4% less plentiful than last season but 43% above the average for this month. Nearly three-fourths of the boxed apples were still in Pacific Coast storages. Apples in baskets were 142% more abundant than last year and 104% greater than the average figure.

Reduced to equivalent boxes or bushels, the June report is as follows:-

	Barreled apples reduced to boxes	Boxes	Bushel baskets	Total equivalent in boxes
June 1, 1932:	189,000	1,362,000	467,000	2,018,000
June 1, 1931:	114,000	1,425,000	193,000	1,732,000
Five-yr. avg.:	354,000	951,000	229,000	1,534,000

3a. BANANAS TO BE WRAPPED

Hand-wrapped individual bananas will soon make their appearance, if plans now in the making are perfected. Growers in the great Sao Paulo banana section of Brazil are considering exports with the fruit wrapped in oiled paper, similar to the practice now followed for oranges. It is claimed that bananas keep perfectly for 45 days, without refrigeration, when this method is followed, says a report by the Pan-American Information Service.

4a. A TRAINING CLASS IN GRADING OF CANNED PRODUCTS

Beginning next Monday and continuing for about a week, it is planned to conduct in Washington a training class in the grading of canned fruits and vegetables, under direction of Paul M. Williams. J. B. Owens, who is already in Washington, will be a member of this class, and the following inspectors are to come in from the field: W. F. Plummer, of the Boston office; H. A. Bowers, of Cincinnati, and K. S. Branch, of the Cleveland office.

MARKET NEWS SERVICE

1b. INTERESTING NOTES FROM THE NORTHWEST

The following information appeared in a northwestern review, published by T. R. Hall, of the Seattle office, on June 9:-

"Western Washington Iceberg lettuce growers are realizing a substantial price for this year's crop and are getting a wide distribution into eastern cities and Canadian markets. Shipments to date aggregate 333 cars. Operators are of the opinion that the first peak in carlot movement has been passed, as the daily output since May 31 has averaged over 30 cars. Weather conditions to date have been excellent for maturing one of Washington's promising vegetable crops to a point of excellent quality. In some instances growers, being allured by high prices, have cut fields that were too young, but deliveries into eastern markets have been reported highly satisfactory in condition. Sizes have been heavy to 5-dozens, which is the chief drawback to early cutting.

"Cash buyers have been active bidders for most carlots of Puget Sound lettuce, with the result that most business has been on an f.o.b. cash-track basis. The range in prices during the past week has been $2.25-$2.60 per crate of 4-5 dozen heads. Six-dozens are discounted 75¢-$1 per crate. These prices are somewhat higher than the opening quotations for 1931.

"With the movement of Washington's first carlot of cherries reported on June 7, the season for a wide variety of soft fruit has gotten under way. Enormous quantities of strawberries on display in all stores serve to emphasize the importance of the strawberry industry. Under normal conditions, diversion of a heavy tonnage to cold-pack and processing plants mitigates the ordinary conception of this crop as to its commercial volume. But, with very little demand from processing plants this year, the local markets at times have become glutted with fruit and, in some instances, price cutting to a level of 35¢ per crate has been resorted to by jobbers. Quality is certainly worthy of favorable comment, however, and at the prevailing level of 70¢-80¢ per 24-cup crate of Marshall berries, the fruit is on the bargain list.

"Within the next few weeks, western Washington cauliflower may be expected to move forward in carlots, and bunched vegetables will be available in mixed cars for relatively close-haul territory. Walla Walla cabbage is now being offered both in straight and mixed cars. Onions probably will be ready to ship from Pasco within two weeks. The first car of new-crop potatoes moved from lower Yakima Valley on June 8."

2b. DROUGHT RELIEVED IN EASTERN SHORE POTATO AREA

V. H. Nicholson included the following information in a letter of June 13 from Pocomoke City, Md.:-

"Rain has fallen in most sections of the Eastern Shore over the week-end, and it is still raining in some sections. Rain was needed badly in the lower part of the peninsula, and it probably came too late to be of any great benefit to the potato crop in the area south of Cape Charles, as the vines in some of the fields were reported to be dying. In the northern part of the district, where the crop was not so far advanced, the rain should be of considerable benefit.

"According to present indications, there will be a rather light movement of Eastern Shore potatoes this week. Growers are somewhat reluctant to dig, because of the light yields and small sizes that probably will be prevalent before the benefits of the rain are apparent. Then too, the market is showing some strength, and there generally is a tendency on the part of farmers to hold back on a rising market.

"Yields are expected to be rather light this season. Before the rain, growers were estimating that yields might run around 20 barrels to the acre in the southern end of the peninsula. No estimates of probable yields are available since the rain has fallen. Estimates of carlot shipments from the Eastern Shore of Virginia range from 7,000 to 11,000 cars, compared with a movement of 14,643 cars last season."

Editor's Note:- The official crop report, based on June 1 condition, shows an indicated yield on Eastern Shore of Virginia of 135 bushels per acre, with a commercial production of 6,345,000 bushels, compared with 8,371,000 last year. The indicated yield for Maryland is 140 bushels per acre, making a prospective crop of 1,008,000 bushels, or only slightly less than last year. The rainfall since June 1 may cause a change in these figures.

3b. EAST TEXAS TOMATO SEASON DELAYED

W. D. Googe wrote as follows from Jacksonville, Texas, in a letter of June 12:-

"The Texas tomato deal during the past week failed to attain the volume expected, and it was not until Friday that shipments reached a daily movement of 100 carloads. East Texas sections are later than they were last season, which was considered a late season. Shipments from Mississippi were lighter than the trade had anticipated. As a consequence, prices prevailing at shipping points were higher than had been thought possible during this period of financial depression.

"Jacksonville shippers paid from 2¢ to 5¢ a pound for mature green stock delivered at packing sheds, the average for the week being slightly above 3½¢. Cash-track prices per lug were generally based on the cost of the tomatoes, plus 30¢ and 35¢ for handling charges. Buyers from New York City were eager to get supplies for their houses, and track holdings in most cities were comparatively light. The quality of Texas tomatoes is above normal, the lack of excessive moisture having brought about stock that will carry well while in transit. Dry weather was reported to be injuring late fields, and in the red land sections was thought to be responsible for considerable Blossom-End Rot. As the week came to a close, most sections had received showers which were beneficial.

"The lower Rio Grande Valley moved about 15 cars daily, and probably will continue shipping in a light way for two weeks. The Yoakum section had a heavy rain Friday, which will assure a fair volume for two or three weeks. The Jacksonville-Tyler section probably will reach its peak between the 20th and 25th, with many late fields which will produce well up into July."

GREEN PEAS in the first group of five late shipping States may total 2,647,000 bushels, or nearly two-thirds more than in 1931. Sharp increases over last season are indicated for Colorado, Idaho and New York.

4b. TRUCK RECEIPTS AN IMPORTANT FACTOR IN PHILADELPHIA MARKET

J. G. Scott wrote as follows from Philadelphia in a letter of June 9:-

"Truck receipts are running heavier than ever this season, and a new record was established for strawberries on Tuesday of this week, when we received a little over 135 carloads by motor truck in one day. There have been three days this season, when truck receipts of berries have exceeded 100 cars per day. Many local firms and nearby shippers are now showing as much or more interest in truck receipts as in rail receipts.

"We have reached the point in Philadelphia where the carlot market on most all commodities is practically ruled by truck receipts. If truck arrivals of certain products are light, we have a good demand for rail offerings. But, if truck receipts are heavy, these usually are taken first and our rail offerings meet a sluggish demand. This condition has occurred daily this season on strawberries, cabbage, peas, string beans, and a number of other commodities."

5b. POTATO SITUATION IN OKLAHOMA

R. E. Corbin, of the Kansas City office, recently made a brief trip to eastern Oklahoma, for the purpose of arranging special reports in connection with his daily bulletins on potatoes. He wrote in part as follows from Kansas City on June 8:-

"I enjoyed my first airplane experience in flying to Oklahoma City Saturday morning, and made the trip in about 2½ hours, after covering the market here. This trip by train requires approximately 12 hours' time. I interviewed Mr. Naylor at the State Market Commission on Saturday, getting a pretty good description of the potato growing sections from him.

"After meeting our Mr. Landrum at Tulsa, we drove to Muskogee. At Muskogee, I interviewed the leading shippers and visited several potato fields. The potatoes were considerably greener than I expected to find them. I examined dozens of hills and I believe they averaged about four potatoes to the hill. Some growers are estimating that their yields will range from 65 to 100 bushels per acre. There were some small potatoes, just a little under U.S. No. 1 size, which it was generally believed will grow, and it was the universal opinion that, if the stock is left undug for a week or 10 days or even two weeks, the tonnage will be considerably increased. In view of these facts and the condition of the market, the shippers were urging delay in digging. The fields around Poteau and Spiro in eastern Oklahoma were much the same as those near Muskogee as to yield, but seemed a little farther advanced as to maturity."

6b. ADDITIONAL SUMMARIES ISSUED

The following additional summaries of field deals have been issued:-
"Marketing Western New York Pears, 1931-32 Season," by R. L. Sutton and A. J. Thomas.
"Marketing Michigan Grapes, 1931 Season," by R. E. Keller.

7b. CODE CHANGES, EFFECTIVE JUNE 24

On the "KU" (Cantaloupes) page, change "OW" to read "vine ripened and precooled," instead of "misshapen."

On the "SA-SI" (Watermelons) page, change "AK" to read "Klondike" instead of "Rocky Ford."

On the "WA" (Miscellaneous) page, add "EY - Fordhooks."

8b. FLORIDA MELON SHIPMENTS NEARING THEIR PEAK

R. M. Peterson sent the following report from Leesburg in a letter dated June 14:-

"Florida watermelon shipments are increasing and are expected to gain more rapidly during the next 10 days, with peak movement around June 24. The peak this season will be much lighter than during the past two seasons and may not reach 400 cars on any one day. Early plantings in the Leesburg district have been harvested, and cutting from the late acreage is now in full swing. Shipments from this district will be light after this week.

"Loadings are increasing in the Gainesville-Newberry district, where peak movement is expected during the week of June 20. Northwest Florida and south Georgia may load a few cars around the 20th. Although some shippers feel that the loadings there will be quite heavy by June 25, it does not seem likely that the movement from that section will become important until the end of the month.

"Quality of melons from the Leesburg district has held up remarkably well, considering the almost daily showers and high temperatures. Some fields are showing considerable Anthracnose, but most of the newer fields are comparatively free from this disease, and very few melons are showing sunburn. Those in the Gainesville-Newberry section are running heavily to large sizes and are generally of good quality.

"The shipping-point demand fell off abruptly yesterday, partly because most stock was necessarily loaded wet/ but also because the melons were going into consumption very slowly, resulting in rapidly-increasing track holdings; and heavier shipments are in prospect."

9b. PEAK MOVEMENT OF MISSISSIPPI TOMATOES COMPLETED

B. E. Surry sent the following letter from Crystal Springs on June 13:-

"Movement of 900 cars of tomatoes out of Mississippi last week probably represents the peak week of the season. Most shippers believe that the crop will fall short of earlier estimates, with the total for the season placed at 3,000 cars. With 2,000 cars shipped to date, it appears that the season is about two-thirds finished. Shipments are expected to taper off sharply after this week.

"A good demand from Wednesday to Friday of last week caused a temporary flurry in the market, and flats advanced from 60¢-65¢ to a range of 75¢-85¢, with lugs selling as high as $1.50-$1.65, compared with opening prices for the week of $1.15-$1.35. Increased shipments from Texas, however, caused an unsettled condition, and prices today reached the low level of a week ago. Growers were greatly benefited by the temporary advance of the market. Bushel field boxes of No. 1's were worth as much as $2.25, but a weaker market today caused packing houses to offer only $1.50, with No. 2's discounted 75¢ and 6x7's 50¢ per box. Growers have not only been receiving prices twice as high as in 1931, but they have been able to produce a crop at costs considerably below any of recent years.

"A few cars of cabbage were loaded last week, with growers realizing good prices for No. 1 quality. Standard crates sold as high as $2.35 per crate, f.o.b. shipping point.

"The snap-bean season is practically finished, and the last car from Hazlehurst was loaded Saturday. Growers have been receiving 40¢-50¢ per hamper for best green varieties."

10b. A MUCH BETTER DEMAND FOR NORTH CAROLINA POTATOES

R. L. Sutton wrote the following letter from Washington, N. C., under date of June 15:-

"Since the middle of last week there has been a definite improvement in the demand for North Carolina potatoes. Wednesday, June 8, when 427 cars left the State, the shippers realizing the critical situation were willing to drop the price from $2.25-$2.40 to $2 per barrel. This liberal reduction in price stimulated buying activity.

"The f.o.b. market yesterday closed slightly stronger at $2.25-$2.50 for U.S. No. 1 Cobblers in stave barrels and mostly $1.25 for carloads of 100-pound sacks. Light rains Sunday and Monday caused the growers to reduce their digging operations. But it is felt that the more-dominant cause for the growers to be holding off is their anticipation of still higher prices. With an orderly movement from this State and shipments of old stock from Maine decreasing, and with the prospects of not much competition from the Eastern Shore of Virginia before the latter part of next week, it is the opinion of some that the market can be maintained at a satisfactory level. It is certainly true that, during the past four shipping days, North Carolina shippers have experienced a wonderful demand for their product.

"Distribution of the shipments is becoming wide-spread. Points in New England, New York and Pennsylvania have been serving as the more-favorable outlets, but recently the demand from the Middle West has shown definite improvement. Even though the crop is going to be at least 2,000 cars under last year's outturn, cars have already been billed to towns in Pennsylvania, New Jersey and New York not reached last season." - B. C. BOREE.

11c. INSPECTION NOTES ON OKLAHOMA AND ARKANSAS CROPS

R. B. Landrum sent the following report from Muskogee, Okla., on June 14:-

"Due to a complication of low markets and heavy rains, the potato digging in the Oklahoma-Arkansas districts has been delayed considerably during the past week. The large operators are insisting that all loading be suspended until after June 20 but, from present indications, most of the growers will begin again as soon as the fields have dried sufficiently to allow digging.

"We have 16 inspectors in Oklahoma at present, including five who have been working in the Red River district for the past two weeks. Digging has begun in a light way at practically all points, and it is believed that the rush will be over by the last week of June. We probably shall inspect in the neighborhood of 600 cars in Oklahoma, but it is entirely problematical as to the number which we shall have in Arkansas. Quality and size are very good, and there should be little trouble in making U.S. No. 1 grade. At most points, there is a strong demand on the part of buyers and sales agents that the growers eliminate the U.S. No. 1 quality 1-3/4 inch basis, which has been used heretofore, and be more careful in grading. They should have little difficulty in doing this.

"Tomatoes are beginning to move from southwestern Arkansas and southeastern Oklahoma in a light way this week. We have one man stationed at Broken Bow, to handle the Oklahoma output, and two men are going to south Arkansas tomorrow. Dealers report that the tomatoes are in fine condition and that there is prospect of a very good crop, with the exception of the

(continued next page)

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
CRYSTAL SPRINGS, MISS. City Hall Bldg.	809	B. E. Surry	Vegetables #	May 5	May 31 #
			Tomatoes	June 1	June 30
BRAWLEY, CALIF.* Planters Hotel Bldg.	808	A. E. Prugh	Cantaloupes	May 9	July 9
POCOMOKE CITY, MD.* Peninsula Bldg.	878	V. H. Nicholson	Strawberries #	May 23	June 11 #
			Potatoes	June 13	July 30
			Cucumbers	July 5	July 23
			Cantaloupes	July 25	Aug. 13
LEESBURG, FLA.* City Hall Bldg.	912	R. M. Peterson	Watermelons	May 23	June 25
WASHINGTON, N.C.* 213 Federal Bldg.	926	R. L. Sutton	Potatoes	May 31	June 30
JACKSONVILLE, TEXAS* 201 Texas State Bank	811	W. D. Googe	Tomatoes	June 6	July 2
MACON, GA.*	833	R. E. Keller	Peaches	June 20	July 23
The following stations probably will open on date indicated:					
MOULTRIE, GA.*	832	R. M. Peterson	Watermelons	June 27	July 16
PHOENIX, ARIZ.*	815	R. G. Risser	Cantaloupes	June 27	July 20
The following station closed on date indicated:					
MOBILE, ALA.*	924	H. F. Willson	Potatoes	May 16	June 15

* State cooperating #Reports discontinued

W. F. Cox in San Francisco
R. G. Risser in Chicago
A. M. McDowell in Chicago
J. B. Owens in Washington office
H. F. Willson in Washington office
H. E. Rutland at Shin Pond, Maine.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

Texarkana district which has suffered severely from drought. There is also quite an acreage of tomatoes through this section of Oklahoma, being mostly in the neighborhood of Holdenville and Muskogee. Practically all of this will be handled by one firm, who have stated their intention of having the entire crop inspected."

- R.C.B.

INSPECTION SERVICE

1c. WORM DAMAGE IN GREEN CORN

The grades for green corn are specific as to how much worm damage is permitted, but it is entirely possible that shipments which show slight worm damage at point of origin will arrive in the markets with considerably more than the 1½ inches permitted in U.S. No. 1 grade. It may be possible in some cases to determine whether the worm damage is old and occurred before loading or whether it occurred in transit. The presence of the worm may be a good indication that the damage occurred in transit, but it is usually difficult to tell by the appearance of the damage how old it is. In most cases, worm damage will have to be treated as a condition factor in receiving markets and, unless the worm damage is severe and appears old, it cannot be included with those defects which are considered as permanent factors of grade.

2c. WIRE SHIPPING-POINT SUPERVISORS ABOUT REINSPECTION OF SMALL LOTS AS WELL AS CARLOTS

Complaint has been made that shipping-point supervisors are not being advised regarding reinspection of small lots, which are not handled as appeal inspections. When 75 or 100 packages left in a car are reinspected for grade in the receiving market and the findings are different from the shipping-point certificate, the broker or receiver may wire shipper that the original certificate has been reversed, which is not the case. It is, therefore, important and necessary for the receiving-point inspector to wire the shipping-point supervisor, giving a report on grade, with a statement that car was partially unloaded and only a fractional portion of the load or a certain number of containers was examined. The shipping-point supervisor will then be in position to correct any misleading report, which the shipper may have received. It is just as important to wire in cases of this kind as it is when shipping-point certificates are actually reversed.

When the receiving-point inspector has no knowledge of shipping-point inspection at the time of his inspection and later learns that a shipping-point certificate was issued, he should wire in the usual way, because the shipper may have been misinformed regarding results of inspection at destination.

These instructions also apply to cars which are inspected in receiving markets to determine factors not covered by shipping-point certificates.

3c. AN UNSATISFACTORY SPRING SEASON IN LOUISIANA

Hunter S. Moles, Supervising Inspector in Louisiana, wrote as follows from Baton Rouge in a letter of June 13:-

"The heavy rains a short time ago entirely ruined the bean crop, and our shipments of that commodity were cut short, just when we were getting up to volume. Potatoes since the rains have been dirty, and we have not had many U.S. No. 1 certificates on that product until the past few days. The rains also hurt the pepper crop but have helped the green corn. If prices justify, we shall likely get quite a number of cars of that product, as the quality is better than during previous years. The spring as a whole has been very unsatisfactory, due to poor quality of products and low prices."

4c. PROSPERITY COMES TO CENTRAL MISSISSIPPI

The following good letter of June 13 came from F. S. Kinsey, Supervising Inspector at Crystal Springs:-

"I have been negligent in letting the rest of the world know that we are alive in Mississippi, except through the Washington daily list. But having the entire responsibility for the financial end of this deal, as well as to give good service and try to avoid reversals, leaves little time for publicity. As to the financial end, I can already see that a profit is assured.

"Up to the time tomatoes began, about two and a half weeks ago, we had about 20 men on the roll, including three men inspecting strawberries. Last week our payroll listed 72, including four key men and four typists and clerks. Practically all of the certificates are typed in Crystal Springs. Our heaviest day was 219 cars. The peak was over last week. One peculiarity of the season is that cabbage lasted two weeks after tomatoes began, and we are not yet through with beans. We also have three men inspecting potatoes.

"We inspected for all shippers of early vegetables in the main trucking section centering at Crystal Springs and Hazlehurst, and for practically all the shippers at scattered points. We are not inspecting quite all of the shipments, however, for some shippers are packing tomato culls, and most cars of beans have been poor and on such cars shippers sometimes prefer to have no official records made.

"It appears that our inspections will total about the same as last season or a little heavier,-perhaps 4,000 cars between April 20 and July 1.

"The quality of our inspectors is better this year than ever before, and I thought it was good last year. We drew heavily from Tennessee and Louisiana and have men from Alabama, Georgia, Florida, Colorado and Washington, including several who have been key men on other deals but for whom we have not been able to find places as key men here. Mississippi, of course, always supplies good men for itself, and even to other States. It has been necessary to use only about 10 new men, the pick from about 100 applicants, and chiefly men who have grown up with tomatoes.

"If there is one place in the United States where the depression has been forgotten, it is the trucking section of Mississippi. When I came here about April 20, there was nothing but gloom. But truck has not been grown so cheaply in several years,- as to seed, fertilizer and labor. For example, colored labor staking tomatoes at the height of prosperity received as much as $3 a day. This year, wages are as low as 75¢ a day, though the price of labor is higher now during the harvest. Cabbage brought such high prices that many farmers paid off all their debts accumulated by the losses of two or three seasons, leaving their tomatoes to sell at a clear profit. Satisfactory and, at times, even high prices for tomatoes have finished making independent those growers who were not lucky enough to have a sufficient acreage of cabbage. Some growers have become so fastidious that several makes of automobiles have to be tried before they can be suited. It is said that traveling salesmen remark of the broad smiling countenances they see in this trucking section, in contrast to the long faces in other parts of the country. This town of about 1,200 inhabitants supports two talkie-picture theatres at present."

CANTALOUPE acreage in New Mexico this year is reported to be three-fourths greater than the area planted to these melons in 1931.

5c. GOOD QUALITY AND FAVORABLE PRICES FEATURE TENNESSEE CABBAGE DEAL

T. W. Ayres, Supervising Inspector, wrote as follows from Humboldt in a letter of June 10:-

"The west Tennessee cabbage inspection work began on May 31, and through today we will have made about 175 carlot inspections. Quality has been very good, as more than 90% of the stock has met the quality requirements of the U.S. No. 1 grade. Many of the cabbage fields were reset after the March freeze with shipped-in plants of mixed types, so that we are handling a number of lots that fail to grade only because of mixed type.

"The most serious defects are softs and worm-injury. Local buyers and growers are giving us fine cooperation, and I believe we shall be able to certify practically all of the shipments as U.S. No. 1 quality. The size is running down in some fields, due to lack of rain, and the buyers have placed a 50¢ lower price on crates of 48 to 60 heads, and are giving top price for all larger stock. Local buyers have been paying $1.25-$1.90 per pony crate of U.S. No. 1 stock, with today's market at $1.50. The growers are realizing a nice profit.

"We are using 12 inspectors on the cabbage work, and expect the deal to continue for at least 10 days more, or until about the time the tomato work will begin.

"Enclosed is a complete report on the strawberry work which will be of interest to you. The inspections in east Tennessee were handled by three inspectors on a weekly basis and are separate from the enclosed account."

6c. CROP NOTES FROM STATE OF WASHINGTON

The following letter of June 4, from F. E. Bailey at Yakima, reached the editor too late for last week's Division Letter:-

"It may be of interest to know that lettuce shipments from western Washington started the last week in May and got under way to the extent of 40 or 50 cars on some days of this week. Practically all that has been cut to date has been what is known as highland lettuce, the late spring floods having delayed early plantings in the lowlands. Cooler weather than normal for this time of year has favored lettuce development and, up to the present time, the crop has been unusually free from tipburn and slimy decay. The solidity also has been good, where the crop has been allowed to mature, but fairly good prices have been the cause of a considerable quantity of stock being cut prematurely and therefore being of poor solidity.

"The area of green peas has been increased in western Washington, and heavy shipments of this commodity will commence the last of this month. It is estimated that there are about 3,500 acres of green peas of the Telephone and other shipping varieties, and an equal acreage of canning varieties. The cannery at Mount Vernon, Wash., handles all of the cannery pea stock.

"First carlots of Bing cherries from eastern Washington probably will move between the 8th and 11th of June. The quality of sweet cherries in eastern Washington appears to be good, with the prospects for a fair-sized crop. Cool weather has retarded the development of the cherry crop."

POTATOES in six second-early States registered a decline during May, especially the commercial crop in Virginia. Commercial production in this group is now forecast at only 13,720,000 bushels, against 18,650,000 in 1931.

INSPECTIONS FOR THE NAVY AND MARINE CORPS DURING MAY, 1932

Symbols:- N - NAVY M - MARINE CORPS	ALL FIGURES IN THESE COLUMNS REPRESENT POUNDS									
	Fruits and Vegetables PASSED		Fruits and Vegetables REJECTED		TOTAL QUANTITY INSPECTED		"Cuts" made to comply with specifications		Items Billed Short-weight	
STATIONS	N	M	N	M	N	M	N	M	N	M
Great Lakes	109019	0	39475	0	148494	0	50	0	0	0
New York	248435	56668	10483	845	258918	57513	287	0	0	0
Norfolk	180680	0	40500	0	221180	0	0	0	0	0
Philadelphia	293953	17359	21152	0	315105	17359	1123	78	0	0
San Diego	845520	44910	5195	335	850715	45245	3863	5195	0	0
San Francisco	858100	23696	69000	800	927100	24496	0	0	0	0
San Pedro	660333	0	6058	0	666391	0	681	0	0	0
Vallejo	232024	23770	15328	1225	247352	24995	40	0	0	0
Washington	21902	0	530	0	22432	0	0	0	0	0
TOTALS	3449966	166403	207721	3205	3657687	169608	6044	5273	0	0
INSPECTIONS MADE FOR THE U. S. SHIPPING BOARD										
New York	6545		0		6545		0		0	
Norfolk	5765		0		5765		0		0	
TOTAL	12310		0		12310		0		0	
INSPECTIONS MADE FOR THE U. S. VETERANS' HOSPITAL										
Chicago	88475		26105		114580		0		0	
Great Lakes	63233		11275		74508		0		0	
Kansas City	15098		0		15098		0		0	
Milwaukee	104341		5720		110061		0		0	
New York	183173		16518		199691		0		0	
Philadelphia	23847		1255		25102		0		0	
St. Louis	30764		1480		32244		0		0	
TOTAL	508931		62353		571284		0		0	

The New York office also inspected the following:	Fruits	Vegetables	Rejections
Dollar S. S. Line	11350	36142	1067
Munson S. S. Line	6872	7944	420
American France Line	6003	27821	300
American Diamond Line	2452	11145	1450
Columbian Line	1235	7390	290
	27912	90442	3527

The Great Lakes office also inspected and passed 6,256 lbs.butter, 9,000 dozen eggs and 534 lbs. cheese for the Navy. The San Pedro office inspected 38,610 lbs. bread, 9,440 lbs. butter and 2,667 lbs. cheese for the Navy. The Vallejo office inspected 40,595 lbs. bread and 380 lbs. rolls for the Navy. The New York office also inspected for the U.S. Department of Justice (Federal Jail) 5,289 lbs. vegetables.

RECEIVING-POINT INSPECTIONS DURING MAY, 1932

Markets	Total Inspections	Inspections Same Month 1931	Inspections for Carriers	Declined for Lack of Time	Total Fees
Atlanta	69	42	3	0	$ 306.00
Baltimore	80	93	10	0	302.00
Birmingham	-	4	-	-	-
Boise	3	0	2	0	7.50
Boston	615	395	495	23	2026.69
Buffalo	41	37	2	0	190.14
Chicago	108	192	7	0	442.50
Cincinnati	25	41	0	0	131.23
Cleveland	38	86	15	0	193.33
Columbus	22	28	0	0	93.46
Dallas	9	19	0	0	36.00
Denver	64	49	15	0	237.00
Des Moines	11	17	0	0	44.00
Detroit	59	114	0	0	240.00
Fargo	1	0	0	0	4.00
Fort Worth	9	5	2	0	31.50
Harrisburg	2	8	0	0	9.00
Houston	172	-	1	0	690.30
Indianapolis	12	28	0	0	51.00
Jacksonville	17	36	0	0	67.00
Kansas City	65	88	11	2	283.85
Los Angeles	4	11	2	0	13.00
Louisville	20	24	0	0	75.00
Memphis	26	39	16	0	106.00
Milwaukee	258	211	152	0	763.00
Minneapolis	38	44	1	0	145.50
Newark	78	93	11	0	302.50
New Haven	77	81	8	0	382.19
New Orleans	96	117	14	0	179.00
New York	1,060	1,195	595	0	3041.87
Norfolk	21	8	4	0	87.50
Omaha	71	114	58	0	202.50
Philadelphia	197	216	5	0	618.17
Phoenix	2	0	0	0	7.00
Pittsburgh	88	104	20	0	364.02
Portland	33	7	25	0	137.50
Providence	23	44	2	0	97.18
Rochester	23	14	1	0	102.06
St. Louis	199	257	146	0	591.50
Salt Lake City	27	4	23	0	75.00
San Francisco	4	13	2	0	13.00
San Juan	1	0	0	0	4.00
Scranton	25	0	16	0	83.26
Seattle	67	7	60	0	187.00
Springfield	48	40	11	0	205.50
Toledo	6	11	0	0	22.50
Trenton	0	3	0	0	.00
Tulsa	1	5	1	0	4.00
Washington	55	47	3	0	303.77
Wilkes-Barre	17	41	10	0	57.20
TOTAL	3,987	4,032	1,749	25	$13,557.20

(See additional data on next page)

7c. SPECIAL INSPECTIONS IN CLEVELAND AND BOSTON DURING MAY

The following inspections were made during May under agreement with the Northern Ohio Food Terminal at Cleveland:-

Total	1,931
Nickel Plate	1,552
B. and O.	20
Erie	20
Pennsylvania	180
Kroger's	66

The following inspections were made during May for various city institutions in Boston under a special agreement:-

Passed	258,990½ lbs.
Rejected	12,106 "
Total	271,096½ lbs.

8c. ADDITIONS TO LIST OF PAST-DUE ACCOUNTS

The following should be added to list of Past-Due Accounts:

A. E. Powell & Company,	Presque Isle, Maine	$13.00
Hugh A. Murphy,	Fort Fairfield, Maine	4.00

9c. REVISED GRADES FOR LETTUCE

With this D.L., each inspector will receive a copy of the revised U.S. Standards for Lettuce. Please note that these grades are not to be effective until July 5. If anyone was overlooked in this distribution, he can get a copy of the grades on request from Mr. Pailthorp's section.

10c. POTATOES ARRIVING BY TRUCK FROM NORTH CAROLINA BEING INSPECTED IN NORFOLK, VA.; NORFOLK POTATO SHIPMENTS DELAYED

The following information came in a letter of June 13 from H. H. Henderson, inspector at Norfolk:-

"During the past 10 days, we have inspected a few cars of North Carolina potatoes hauled here by truck, but so far as I know no carloads of Virginia potatoes have yet been shipped from the Norfolk section. It now appears that digging will not become general in this section until June 20. We probably shall inspect a few cars of Virginia potatoes from the middle to the last of this week, but most of our work this week will be on North Carolina stock, which will continue to come here for the remainder of the week."

R. C. BUTNER,
Specialist in Inspection.

NOTE:- The letter published as Par. 11c on pages 380 and 381 of this D.L. was received too late for proper classification under the Inspection news.

Please turn to page 380.

REGULATORY ACTIVITIES

1e. REPARATION ORDERS ISSUED IN FAVOR OF MICHIGAN AND WISCONSIN SHIPPERS

The Secretary has issued reparation orders in two cases brought against T. D. Randall Co., of Chicago, Ill. One of these was filed by Stanley Ciesla, of LaBranche, Mich., and the other by Justin Antonaitis, of McNaughton, Wis. Both of these complaints alleged failure to pay for shipments, and such failure to pay was admitted by the respondent. In the Ciesla case the reparation award was for $176.95, with interest from February 1, 1931, and in the Antonaitis case the award was for $226.65, plus interest in the amount of $14.71.

2e. PITTSBURGH DEALER TO PAY FOR CAR OF PEPPERS

The Secretary also has issued an award in the sum of $287.20, with interest thereon, in favor of H. B. Ray, of Ponchatoula, La. This decision was reached as the result of a complaint filed by Ray against Joseph Flaherty Co., Pittsburgh, Pa., and a counter-complaint filed by Flaherty against Ray. The case involved a car of peppers in bushel hampers. Flaherty accepted the peppers but failed to pay Ray the agreed price. This refusal was because the peppers were bought as U.S. No. 1 grade and Flaherty claimed that they did not so grade. Inspection certificate issued at Ponchatoula showed the peppers to be U.S. No. 1. Inspection made five days later at Pittsburgh showed that part of the load then remaining in the car was not U.S. No. 1. Flaherty made the demand for a discount of 10¢ per hamper or $86.80, and his counter-complaint asked reparation in that amount. After filing the complaint, Ray agreed to pay this amount but asked reparation in the balance due him, $287.20. Flaherty admitted owing that much and stated that he would pay this sum, when a defunct bank in which his funds were deposited paid dividends. The effect of the decision is that the allowance of $86.80 is approved, and that Flaherty is ordered to pay the balance of $287.20 plus interest at 6% from November 23, 1931.

3e. COMPLAINT DISMISSED BECAUSE A NEW CONTRACT WAS ENTERED INTO

The Secretary of Agriculture has dismissed a complaint filed by the Baker Produce Corp., of Norfolk, Va. against Vernon Shultz, of Kenton, Ohio.

This case involved a car of potatoes sold on a delivered basis as U.S. No. 1 stock. Upon arrival, the respondent inspected and refused to accept the shipment, claiming that the potatoes were undersized and not acceptable for that reason. Because of a decline in the market, the complainant was unable to get a better offer for the car from anyone else and reduced the draft on Vernon Shultz $200. The Secretary held that this action constituted the entering into of a new contract, which superseded the old one, and that therefore the complaint should be dismissed.

GRAPES, PEACHES and new-crop APPLES are now moving in carlots from producing sections of California. Georgia and Arkansas also are shipping a few early peaches. Blackberries and dewberries are coming from the South.

4e. P.A.C. ACT IMPROVING RELATIONS BETWEEN BUYERS AND SELLERS

The Perishable Agricultural Commodities Act is meeting in general with the approval of shippers and receivers, who state that they all are using much more care in making their contracts. This is the report brought back by Mr. Robb on his recent return from a trip to the Pacific Coast.

The use of approved trade terms, the definitions of which constitute amendment No. 2 to the regulations governing the enforcement of the P.A.C. Act, is becoming more general and the meanings assigned to these terms are being recognized by the trade. This has resulted in fewer misunderstandings between buyers and sellers. There also is an increasing tendency to submit complaints to the Department for settlement under the shortened procedure, which was provided in amendment No. 4 to the regulations. Under this procedure, the parties to a complaint agree to waive their right of a hearing and submit their case on the basis of sworn statements and the Bureau's file covering the case. - F. G. ROBB, in Charge, Regulatory Branch.

OFFICE NOTES:

Paul M. Williams returned on Wednesday from his western trip of one month in the interest of the grading service on canned fruits and vegetables. It has been decided to establish branch offices of this service at Salt Lake City and Indianapolis, with possibly other offices to be added at a later date. L. S. Fenn, local inspector, will handle the grading work at Salt Lake City, and J. E. Dickerson, inspector at Indianapolis, will take care of this additional work in his market.

E. P. Bostwick, in charge of the Chicago office of the Canned Fruit and Vegetable Grading Project, is on a field trip to various points in Illinois, Indiana and Ohio, securing information in connection with grades for canned products.

The crop of canning peas on Eastern Shore has been greatly reduced by unfavorable weather conditions, and J. C. Bigger, in charge of the field office at Easton, Md., reports that the pack in that territory will be light.

J. W. Dykes, of the Regulatory Branch, went to New York City on Wednesday for several days of investigational work on cases under the P.A.C. Act.

H. F. Willson closed the market-news field station at Mobile, Ala., last Wednesday and will come to the Washington office for a while. It is expected that he will do some license-checking work under the regulations of the P.A.C. Act at various points on the Eastern Shore during the next few weeks.

The market-news office on peaches at Macon, Ga., will be opened on Monday, June 20, with R. E. Keller in charge.

F. G. Robb returned to his office in Washington on Monday, after a field trip of six weeks to points in the West, in the interest of work under the P.A.C. Act.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 25 June 24, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication.

DO YOU READ THE DIVISION LETTER EACH WEEK?

It is a sign of your wisdom and efficiency, when you read everything which concerns you in the Division Letter each week. No clerk or technical worker can afford not to examine this publication carefully and regularly. Your work cannot be done correctly, if you miss the instructions and requests which the D.L. contains. The Division Letter should be so read each week that you will know just what it contains. If you miss a copy, ask for one.

- WELLS A. SHERMAN.

1a. TIMELY NEWS REGARDING YAKIMA VALLEY PEACHES

On June 16, the following telegram was sent by J. S. Dennee, Agricultural Statistician at Seattle, Wash.:-

"Recent surveys place the 1932 peach crop in Yakima Valley at 2,100 cars. Of this quantity, approximately 1,500 straight cars are expected to move, with the remainder to go either in mixed cars or by truck. Production this year will compare closely with that of 1928, when the tonnage was 2,168 cars, with 1,627 straight carloads and the equivalent of 531 cars placed in mixed loads. Crop is reasonably well distributed in the Yakima Valley. The district from Sawyer to Zillah has the best average set of fruit. Kennewick district will have few peaches. No serious drop has occurred in the J. H. Hale variety in Yakima district, where production of this peach has been reduced by 50%. It is estimated that the Valley will have 250 cars of Hales, 1,600 cars of Elbertas and 250 cars of miscellaneous varieties. Opening of the season will be a few days later than last year."

- SHARE YOUR COPY OF THE DIVISION LETTER WITH OTHERS IN YOUR OFFICE. -
Please see that other employees of the Division who are associated with you have a chance to read the Division Letter each week.

MARKET NEWS SERVICE

1b. SPECIFY WHETHER THICK OR THIN MIMEOGRAPH INK IS DESIRED

The mimeograph ink manufactured by the Government Printing Office, and which is supplied to branch offices of this Bureau, is made in two grades, a thick ink for summer use and a thin ink for winter use. This ink is made primarily for use in Washington and is made of a consistency which is best adapted to climatic conditions here. Quite different conditions of temperature may be encountered when such ink is shipped to branch offices, particularly in view of the fact that several months often elapse between the time the ink is made up and the time when it is actually used.

Hereafter, the Bureau will endeavor to ascertain the consistency of the ink when it is obtained from the Government Printing Office and mark each lot accordingly. All requisitions for mimeograph ink should specify "thick" or "thin," and an effort will be made to fill such orders accordingly. It doubtless will be advisable for some of the permanent offices to keep on hand a supply of both grades.

As suggested in Par. 15b in D.L. for April 15, 1932, castor oil may be used to dilute ink already on hand, which is too thick for local use. A similar suggestion for using ink which is too thin has been submitted by Mr. Smeby of the South St. Paul Livestock Division office. This is to add to the ink a small quantity of soap solution. Ordinary hand soap is dissolved in a small quantity of hot water, and allowed to stand until it is of the consistency of soft jelly. This is used at the rate of about a tablespoonful to every two or three pints of ink. The soap should be thoroughly dissolved, so as not to clog the mimeograph. Mr. Smeby admits that he does not know what happens when the soap solution is mixed with the ink, but it does cause the ink to flow less freely and seems to act as a drying agency, so as partially to prevent smudging.

2b. NORTH CAROLINA POTATO SEASON ON THE DECLINE

R. L. Sutton wrote as follows from Washington, N. C., in a letter of June 22:-

"Movement of North Carolina potatoes from now on will decrease. So far this season 4,775 cars have been shipped. A heavy movement occurred June 7-9 and about one week later, June 16-17. Peak movement of the season was on Thursday, June 16, when 597 cars were reported by the originating railroads. Last year on June 12, the day of heaviest shipments, 766 cars were loaded.

"Yesterday the f.o.b. market closed about steady, with barrels of U.S. No. 1 Cobblers selling at $2 and 100-pound sacks at $1.15. There were a few carlot sales of barrels on a cash-track basis at $1.90-$1.95. It is estimated that over 200 cars were sold on Tuesday.

"The sections centering around Mt. Olive, Columbia, Aurora, Bethel and Bayboro are almost cleaned up. After today, the crops in those sections will be 90% to 95% harvested. The principal movement for the balance of the season is expected to originate in the Elizabeth City district, which is located in the extreme northeastern part of the State.

"Starting on June 16, rollers began to accumulate and, by the end of last week, there were large numbers of cars at diversion points, waiting for disposition. On Saturday, however, demand showed considerable improvement from the Middle West. The demand coming from that region resulted in freer selling of sacks, with the barrels dragging."

3b. EASTERN SHORE POTATO MOVEMENT INCREASING

The following information came in a letter of June 20 from V. H. Nicholson, at Pocomoke City, Md.:-

"It is expected that the Eastern Shore potato crop will move in a fair volume this week. While shipments on this Monday and Tuesday are expected to be rather light, movement during the latter part of the week probably will be fairly heavy.

"Yields are reported to be running rather light, and the size is generally smaller than last year. However, there are some indications that quality will improve as the season progresses, for the rain will benefit the later potatoes. Prospects in this vicinity are somewhat better than a week or 10 days ago.

"It now appears there will be a lull in shipments for a short time, probably around the first week of July. The crop in Northampton County is expected to be almost completely harvested before shipments from Accomac County and Maryland have started to move in volume."

4b. RECENT NEWS ON TEXAS TOMATOES

Under date of June 19, W. D. Googe sent the following letter from Jacksonville, Texas:-

"Peak movement of the east Texas tomato deal probably was reached last Friday, when 212 carloads were rolled from this part of the State. Prices registered a steady decline at shipping points, as well as in terminal markets. Growers were being paid around 1¢ a pound for mature green stock at the close of the week, and lugs were selling for less than 75¢ f.o.b. cash-track. These prices are practically the same as those of a year ago. Last season, prices advanced about 50¢ a lug after the peak, but this year the dealers are not so optimistic on account of the impending movement from Tennessee, which is about a week earlier.

"Quality continues to be good but sizes are smaller. The section south of Jacksonville is cleaning up and, from now on, the volume will come from sections between Jacksonville and the Red River. No rains of consequence have fallen since the shipping season began, although scattered rains have been beneficial in some localities. Some acreage has been practically lost on account of Blossom-End Rot.

"The feature of the deal so far has been the high prices paid to growers, as compared with jobbing prices in the cities. This condition has been brought about, in part, by the large number of buyers and the comparative shortage of tomatoes. Last year east Texas shipped more than 4,500 cars, but this season estimates of the movement range between 3,000 and 3,500 carloads. With the low buying power of consumers, this year's crop is thought to be an over-production."

5b. HIGHER F.O.B. PRICES FOR IMPERIAL CANTALOUPES AND WATERMELONS

A. E. Prugh sent the following report from Brawley, Calif., on June 20:-

"A firmer tone has developed on cantaloupes today. The cash-track market closed on Saturday at 85¢-$1.10 mostly straight across on standards and jumbos, while this afternoon the range appears to be $1-$1.10, with 15¢ more on jumbo 45's. Sizes now are running mostly jumbo 36's and 45's. The better market is caused by warmer weather in terminals, the Fourth of July demand, and lighter shipments arriving in the East. From present indications, cantaloupes will be almost cleaned up by July 1, but Honey Dews and Honey Balls will continue through July. It is the local opinion that total movement will be around 13,000 cars, compared with about 22,000 last year. Cantaloupe distribution has been very poor. It seems that small markets do not want the melons at any price. My distribution sheet showed 81 cars billed and diverted to New York on June 8, from a total movement that day of 324 cars.

"Shippers permitted movement to reach 340 cars on June 7, and then commenced to prorate on the 9th, planning on 200 cars, with 227 moving because of a few carryovers and the output from the small acreage not allied with the Clearing House. Picking was then discontinued on the 10th, but carryover cars caused 36 to move. The limit was then set at 250 and has been held around that figure, with no picking on Sunday, the 19th. Shippers have held together better on this plan than on any other attempted along this line in the past.

"The quantity of precooled cantaloupes has increased this season, and they have been bringing 25¢-$1.25 per crate premium on the markets. Precooling usually costs $25 per car, but one company is now doing it for about $17.50. With the recent f.o.b. price around $1 on standard 45's, precooled ripes have been bringing mostly $1.25.

"A salmon-tint Honey Ball has been developed, which probably has the best flavor of any melon ever produced here. It can be picked full-slip, shipped under ordinary refrigeration, and apparently arrives in firm condition. We notice they have been selling for around $1.50 per crate premium on jumbos in New York.

"Straight cars of Honey Balls recently have been running about 20 a day, with Honey Dews around 40. Honey Balls have been selling actively in the East, as movement has been light. The f.o.b. market today is $1.25-$1.35 on standard 45's, with Honey Dews at 50¢-75¢. Movement of the white melons will increase next week, as the cantaloupes fall off.

"Yuma, Arizona, has been moving 15 to 20 cars a day. The peak there will come this week. Phoenix may ship the first car today, but light movement is expected until July 1. Some plans are being considered for a Clearing House there, to work with Imperial Valley and hold total movement for the two States to 250 cars daily. Estimates of hail damage at Phoenix have ranged from 1,200 to 2,000 acres. J. M. Foote's estimate of plantings, dated March 21, was for 11,470 acres in Salt River Valley and 1,840 acres at Yuma.

"Watermelon yields have been light, with shipments correspondingly low as 45 to 70 cars a day. Distribution has been fairly good to over 100 cities west of Denver and in Canada. A hot spell in Los Angeles the past two days has strengthened the f.o.b. market and today it ranged $16-$17.50 bulk per ton. Practically the entire crop is of the Klondike variety.

"The first car of Thompson Seedless grapes from Imperial Valley went out June 18."

6b. MISSISSIPPI TOMATOES NEARLY FINISHED

B. E. Surry wrote as follows from Crystal Springs in a letter of June 20:-

"The Mississippi tomato season is rapidly drawing to a close, with only a few loadings expected after June 25. The market declined daily during the past week, owing to increased shipments from other States. Lugs declined to a range of 80¢-$1, compared with $1.25-$1.35 a week ago, while flats reached a level of 50¢-55¢ for all sizes.

"Growers had been receiving mostly $1 per bushel field crate of No. 1's, with No. 2's and 6x7's discounted 50¢ per crate. Today growers are being paid 75¢ for No. 1's and 35¢ for No. 2's and small sizes.

"Shipments from Mississippi last week totaled 630 cars, compared with 940 the previous week. Movement this week may not exceed 400 cars, with possibly 200 for the seven days ending July 2.

"The movement of tomatoes in flats this year has comprised perhaps less than 30% of the total output for the State."

7b. NOTES ON NORTHWESTERN CHERRIES, LETTUCE AND PEAS

The following crop and market notes appeared in a northwestern review written by T. R. Hall, of the Seattle office, on June 16:-

"Cherries are now moving from eastern Washington in carlots, with the season's first car out June 7. Trade estimates of production in the Yakima Valley point to a total of about 265 cars of black cherries and 800 tons of Royal Annes, which is slightly over half of the normal crop in years of good sets. Best crops are developing in Kennewick and Sunnyside districts. The entire movement will be finished by July 4.

"The first car of Washington Bing cherries on the New York auction June 16 ranged $2-$2.35 per lug, and in Boston on the same day a carlot of 15-pound lugs of Washington Bings was auctioned at $2.50. Supplies of northwestern cherries in Portland are light, but an accumulation of Royal Annes and Bings in Seattle has lowered the price, so that retail tradesmen are paying 5¢-7¢ for Royal Annes and 8¢-10¢ per pound of best Bings.

"Iceberg lettuce continues to move from western Washington shipping points in straight and mixed carlots, with nearly 500 straight cars billed from Puget Sound points up to June 15. Carlot shipments from this State last year totaled 1,778, of which 1,561 cars were billed from points in King, Pierce and Snohomish counties. The first peak for the present season probably has been passed, but a second peak usually develops about mid-July, when growers in Snohomish County and across Lake Washington are harvesting.

"Quality of the Washington lettuce crop had been fairly satisfactory until about June 10, when several days of warm weather proved detrimental. Some fields are beginning to show light tipburn as a result, and small sizes have been quite prevalent. Prices f.o.b. shipping point have held firmly.

"Western Washington's crop of green peas is rapidly approaching maturity for shipment, and several cars have already been billed with some peas among other vegetables. Washington's estimated 3,100 acres are expected to produce over half a million bushels and, from current indications, the crop will be an excellent one. Cauliflower also is being harvested, but demand is very slow, most cars rolling unsold."

8b. POTATO PROSPECTS IN ORRICK AND KAW VALLEY DISTRICTS

The following letter of June 16 came from R. E. Corbin, of the Kansas City office:-

"On Friday of last week (June 10), I left the office about 7:30, bound for Orrick, Mo. I believe there is nowhere a potato section except the Eastern Shore of Virginia that one can see as many contiguous acres of potatoes as can be seen in the Orrick district. Down in the river-bottom section, there is little else grown. At the time of our tour, the crop was generally in bloom. The vines were hardy and uniform, and the set was very good. I was surprised at the stand and the prospective high quality of the tubers.

"In most fields there were very few potatoes that would now make U.S. No. 1 grade for size, most of them ranging from $\frac{3}{4}$ inch to $1\frac{1}{2}$ inches. In one or two fields, however, stock could be dug at the present time and grade out fairly well. With growing conditions as good as they are, tonnage doubtless will increase rapidly in the next week or 10 days. The growers to whom I talked were planning to start digging around July 1. I believe, however, there is danger of their breaking their good resolves, on account of the fairly respectable market prices now being obtained for Oklahoma Triumphs.

"On Monday of this week (June 13), I again left the office early for Kaw Valley of Kansas. The east end of the Valley, around Bonner Springs and Edwardsville, was not in as good condition as could be hoped. Early in the season the weather was dry, and the potatoes did not get a uniform start. Fields were said to be spotted as to the size of vines. At the present time, the vine growth has become fairly uniform and the stands are fairly good. After several weeks of drought, heavy rains have set in. Now the fields are too wet. The tubers are growing pretty well, but the eastern Kaw Valley points probably will be the last of the district ready for digging.

"Conditions around DeSoto look better and, generally speaking, the crop prospects improved as we traveled westward toward Topeka. Stock around Lawrence, Perry, Newman and Topeka was just about on a par with that in the Orrick district. I am convinced that both Kaw Valley and Orrick will have much better quality potatoes than last year, and also higher yields.

"The great question all over the district will be the time of digging. Since Oklahoma and Arkansas crops are light, I think the growers near here will be wise to hold off until after the 4th of July, but with prices fairly good, as they are now, I know the temptation is going to be very great to begin digging as soon as possible.

"In both districts the Market News Service was highly spoken of, and I was given an opportunity to mention it several times. I passed out many copies of last year's summary to interested parties.

"One other fact came to my attention, which I would like to mention: that is the new acreage of potatoes near Winfield, Kansas, in the Walnut River Valley. I met a grower and the vocational agriculture teacher from Winfield, who stated that they probably would ship 15 cars of Cobblers from that territory through the Kaw Valley Association. They also stated that their potatoes are a week or 10 days in advance of anything they had seen in the Kaw Valley, and they plan on getting them out fairly soon."

INTERMEDIATE ONIONS in seven States may total 2,908,000 bushels this year, compared with 2,327,000 last summer. California and Iowa show big gains.

9b. MIMEOGRAPHED MARKET REPORTS DISCONTINUED IN WASHINGTON

Copies of the following notice are being mailed to all persons now on the mailing lists for daily market reports issued by the Washington office:-

"Effective June 30, 1932, the issuance of daily market reports on fruits and vegetables by the Washington, D. C., office of the Bureau of Agricultural Economics, U. S. Department of Agriculture, will be discontinued. This action is being taken for reasons of economy. Daily market information on these commodities, mailed from this office, is available at a number of cities outside the District of Columbia.

"Publication and distribution of daily market reports will be continued as usual from certain offices in principal producing areas and from Bureau of Agricultural Economics offices in the cities of -

Boston	Pittsburgh	Minneapolis	Salt Lake City
New York	Cincinnati	St. Louis	Los Angeles
Philadelphia	Cleveland	Kansas City	San Francisco
Baltimore	Detroit	Fort Worth	Portland, Oreg.
Atlanta	Chicago	Denver	Seattle
New Orleans			

"Anyone now receiving market reports on fruits and vegetables from the Washington, D. C., office, who wishes to continue receiving such information after June 30, may apply direct to any of the above city office for reports covering such cities."

Daily market reports issued in the field will now become the official records of the Market News Service. It is imperative that, beginning July 1, each market and field station man take adequate steps to insure the accuracy of the reports which he issues. Each report should be carefully read and all quotations verified, before being mimeographed. Five copies of all reports (instead of three copies, as formerly) must be sent to the Washington office regularly each day, because they will constitute our complete and permanent file and will take the place of the former Washington reports for all uses, including certification for court cases.

10b. NORTHWESTERN APPLE PRICES ADVANCE

J. D. Hamilton, of the Portland office, included the following information in a review dated June 20:-

"Yakima and Wenatchee apple districts averaged 250 cars of apples per week during the first three weeks of June, reducing cold-storage holdings to only nominal proportions. Many cold-storage plants throughout the districts were entirely depleted and closed down for the season. Canadian trading was brisk, accounting for much of the liberal June loadings. Shipping-point quotations advanced 10¢-15¢ on Extra Fancy and Fancy Winesaps, with best lots moving around 85¢ and 75¢ per box respectively, f.o.b. usual-terms basis. A trade report from Europe indicates slow demand in Holland and Germany early in June, due partly to liberal South American receipts and liberal offerings of indifferent American stock that had been refused entry into France."

B. C. BOREE,
Specialist in Market News.

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
BRAWLEY, CALIF.* Planters Hotel Bldg.	808	A. E. Prugh	Cantaloupes	May 9	July 9
POCOMOKE CITY, MD.* Peninsula Bldg.	878	V. H. Nicholson	Strawberries#	May 23	June 11#
			Potatoes	June 13	July 30
			Cucumbers	July 5	July 23
			Cantaloupes	July 25	Aug. 13
WASHINGTON, N. C.* 213 Federal Bldg.	926	R. L. Sutton	Potatoes	May 31	June 30
JACKSONVILLE, TEXAS* 201 Texas State Bank	811	W. D. Googe	Tomatoes	June 6	July 2
MACON, GA.* 715 Ga. Casualty Bldg.	833	R. E. Keller	Peaches	June 20	July 23
MOULTRIE, GA.*	832	R. M. Peterson	Watermelons	June 27	July 16
HUMBOLDT, TENN.*	806	W. D. Hull	Tomatoes	June 28	July 16
The following stations probably will open on dates indicated:					
PHOENIX, ARIZ.*	815	B. E. Surry	Cantaloupes	July 1	July 20
CANDOR, N. C.*	935	H. F. Willson	Peaches	July 11	July 30
The following stations closed on dates indicated:					
CRYSTAL SPRINGS, MISS. City Hall Bldg.	809	B. E. Surry	Vegetables	May 5	May 31
			Tomatoes	June 1	June 24
LEESBURG, FLA.* City Hall Bldg.	912	R. M. Peterson	Watermelons	May 23	June 24

* State cooperating # Reports discontinued

R. G. Risser)
A. M. McDowell) traveling on licensing work.
H. F. Willson)

W.F. Cox in San Francisco
J.B. Owens in Washington office
H.E. Rutland at Shin Pond, Me.

FIELD MEN should advise the Washington office promptly of necessary changes in this table to keep it up to date.

INSPECTION SERVICE

1c. PACK AND SIZE OF TOMATOES IN LUGS

Shipping-point inspectors are following the plan of stating the size of tomatoes by describing the pack or arrangement of the tomatoes in lugs. The description of pack is shown by stating the number of rows of tomatoes each way in the top layer of the lug, it being understood that the other layers in the lug may contain one additional row one way of the lug. When a statement that the lugs are marked "5-5." or "5-6" or "6-6" is made after "Products Inspected," the statement of "Size" must show whether size is in accordance with the marks and, in additon, it may be reported as fairly uniform or irregular, as the case may be.

In some sections a bridge pack is being used and this should be noted on inspection certificates. It should be remembered, however, that a bridge pack is permissible and, even though it is a four-layer pack, it is not inconsistent with the requirement that the lower layers must not contain more than one additional row one way of the lug. On the other hand, when a shipping-point certificate states the "Size" as being "6-6" and appeal inspection shows that the tomatoes in the lower layers are packed "6-8" or "7-7," the shipping-point certificate will have to be reversed as to size.

2c. A REPORT ON FLORIDA INSPECTIONS

The following statement regarding shipping-point inspections in Florida came from the State Marketing Bureau, at Jacksonville. The current portion of the report covers the period from June 1 to 15, 1932:-

Products	Season total thru May 31	Inspected June 1-15	Season total thru June 15
Grapefruit	1,180	--	1,180
Oranges	1,728	4	1,732
Tangerines.....	150	--	150
Mxd. citrus.....	450	5	455
FRUITS;-	3,508	9	3,517
Beans.....	16	--	16
Celery.....	3,258	4	3,262
Cucumbers.....	31	--	31
Peppers.....	60	28	88
Potatoes.....	8	2	10
Strawberries....	298	--	298
Tomatoes.....	714	--	714
Watermelons.....	--	141	141
Mxd. vegetables.	7	1	8
VEGETABLES:	4,392	176	4,568
GRAND TOTAL;-		185	8,085

Total Florida Inspections Through June 15:

Year -	1926	1927	1928	1929	1930	1931	1932
Cars -	3,857	9,980	6,560	7,644	6,375	7,570	8,085

NOTE that this year ranked next to 1926-27.

3c. INSPECTIONS OF GEORGIA PEACHES AND FLORIDA MELONS

O. G. Strauss wrote as follows from Macon, Ga., in a letter dated June 21:-

"This is a very unusual peach season in Georgia. I have been here about a week and have lined it up the best I can, but we shall have to get into it before we can tell much about it.

"There are not over 150 cars of peaches south of Macon, and I expect to place only one inspector in that whole section. He will inspect at one point, where they will ship 50 to 75 cars. When I arrived, the estimate at that point was 90 cars; now it is nearer 60.

"There will be at least 15 houses in the Woodbury section taking inspection. Those 15 houses will not get more than 350 cars. That is about all in that section. Woodland will have 100 cars and we shall inspect all of them. In addition to these points, I am placing inspectors at Thomaston, Zebulon and Newnan. This covers practically all the peach district this year. I shall have to go very slowly, or this deal will not pay out. The estimates of buyers on the ground when I arrived ranged from 3,000 to 4,000 cars. They are now pretty well agreed that 3,000 cars is the closer figure.

"The buyers are making this deal for inspection. A number have contracted crops and specified in the contract that the peaches must be Government inspected. We shall get a few scattered cars of Uneedas this week. Early Rose will start next week.

"Our watermelon work in Florida is finishing this week. Anthracnose has taken the fields and burned them up. I am moving these inspectors into South Georgia, and feel rather confident of being able to keep them busy there for at least a couple of weeks. It may turn out that a rather large melon deal will develop. I was in Ty Ty, Sylvester and Moultrie yesterday and indications were very good.

"I am using one to two cheap helpers with each inspector. This crew works one loading track. These helpers weigh the melons and keep a record, all under the eye of the inspector. The inspector goes from one car to another, watching the grade, maturity, etc., and checking up on the helpers. This speeds up the inspection, does not interfere with the loading operation, and allows the inspector to certify more cars. It has worked good in Florida and we have prospects for a big increase in work there on melons next year."

4c. A REPORT ON EASTERN SHORE POTATOES

Robert Bier, Supervising Inspector at Cape Charles, Va., wrote as follows in a letter of June 22:-

"This Eastern Shore potato crop has been variously estimated at 8,000 to 10,000 cars. This covers Northampton and Accomac counties. Last season the two counties rolled about 15,000 cars. A cut in acreage and, in addition, dry weather the latter part of May and early June reduced the crop in the southern part of Northampton County. Last season about 4,500 cars were inspected. This year 2,000 may be all we shall get. Probably July 20 or 25 will see the crop shipped. I doubt if it will take much longer. It is beginning late but winding up about on time.

"The quality of stock now digging is good, although generally medium. It ranges from 1 7/8 to 3 1/4, mostly 2 1/4 to 2 1/2 or 2 1/4 to 2 3/4 inches. The potatoes from lands that were hard hit by the drought run mostly 2 1/4 to 2 1/2 inches. To date we have had a few cars below grade on account undersize."

5c. A GOOD REPORT ON INSPECTIONS IN ALABAMA

J. A. Marks, Supervising Inspector in Alabama, wrote the following letter from Foley on June 18:-

"Our strawberry, potato and cucumber inspection work is pretty well completed and it remains to be seen what the corn deal will amount to.

"Corn planting in this section is very large and, if the market improves, we may have heavy work for a month yet. However, the market is weak at present and shippers are not shipping steadily. Most of them laid off Wednesday and Thursday of this week but opened up again yesterday. Prior to the lay-off, quality of the corn was unusually good. It is still good, although the percentage of the worm damage has increased materially the last couple of days. Prices to growers the first few days were 65¢ per 1-1/3 bushel crate, but returns dropped to 15¢-25¢ the last few days. There is plenty of corn available, even at these prices, but the cost of handling is so great that shippers must receive $1.25/1.50 in markets, to make it profitable.

"We have had a lot of trouble in the markets this week, as the price has declined and most of the stock was sold f.o.b. shipping point the first of the week. Fortunately, where re-inspection was called for, the cars have stood up well at the other end.

"We issued inspection certificates on about 600 cars of strawberries, and also inspected some lots that went by truck and express, on which no certificate was issued. I estimate that we inspected around 85% of the total shipments, although it is hard to say accurately, because trucks took a much larger percentage of the crop than in previous years. With a favorable season, we would have had 1,200 or 1,500 cars. However, the freeze cut the crop short about 50%, and the loss from decay was very heavy. On some days, we had instances where the growers culled out 75% or more of their day's picking. An effort was made at some points to restrict carload shipments to No. 1's and Combination Grade but, for the State as a whole, we had a high percentage of No. 2's and Unclassified stock. With so much decay, it was only natural that the stock did not carry well, although we had comparatively little complaint on the No. 1's. I have noted, from comment in The Packer and Division Letters, that berries from competing sections looked all right but did not carry. This has not been my experience here. In most cases, we had no difficulty at this end finding reasons for the poor carrying quality. Naturally, it was a disappointing season to the growers and, under such conditions, our work was rather discouraging. In fact, it has been a surprise to me all through the season that shippers have stuck to inspection as well as they have.

"We had very little work on potatoes until after the heavy rains, starting the middle of May. At that time, most of the crop was moved. The quality deteriorated so much after the rains that most of the shippers came in for inspection. It was the most-difficult grading on potatoes we have ever attempted, particularly on stock from low grounds, which was more or less dirty, scabby and decayed. The buyers did not want to take anything but No. 1 stock and seemed to feel that all they needed to get the potatoes to grade was to call for inspection.

"Cucumbers looked good at the start of the season. Evidently, however, the heavy rains hurt the carrying quality. While the stock was fresh and green and of good appearance at this end, a good deal of shriveling was reported from the markets. Many of the buyers quit entirely, and practically

the only ones that shipped all season and made money were those taking inspection. The best demand for Alabama cucumbers was found during the latter part of the season, at the time when they did not look nearly so good to us here."

6c. PROGRESS OF INSPECTION WORK IN OKLAHOMA AND ARKANSAS

R. B. Landrum, who is supervising the shipping-point work in Oklahoma and Arkansas, wrote as follows in a letter of June 20 from Muskogee:-

"Scattering rains throughout the potato district, combined with the present low price of potatoes, have held up digging to a great extent in the Muskogee section. The eastern side, near Fort Smith, and the Red River district passed their peak last week, and it is expected that they will finish within a few days. A number of the larger growers near Muskogee and Holdenville have not yet begun to dig, but it was expected that most of these would begin today. However, about an inch of rain fell in Muskogee and vicinity this morning, which may cause another delay of several days.

"In most instances the quality has been fairly good, and the size especially good. Should the market become such as to enable shippers to sell a large portion f.o.b., our inspections may be increased considerably. We have certified to date about 300 cars, and expect to finish with around 600. There probably will be 100 cars in Arkansas, in which State we expect to finish potato inspections this week.

"Tomatoes are starting in south Arkansas and southeastern Oklahoma this week. Four men are working in Arkansas and one in Oklahoma, and it is expected that more will be needed by the latter part of the week. The men report good quality in most sections and expect that there will be little difficulty in making U.S. No. 1 grade on a large percentage of the loadings. If possible to break away from the potato deal, I probably shall visit the tomato district the last of this week or the first of next, in order to see for myself what is being done.

"Green corn is being loaded at three points, all under inspection, - Hyde Park (near Muskogee), Keota and Briartown. Reports from Briartown indicate 1,000 acres to be harvested. This point opened today, and the inspector says that the quality is far above average. There will also be some tomato work in Oklahoma near Muskogee and Holdenville, beginning about July 10."

7c. COLORADO INSPECTION PROSPECTS

E. F. McKune included the following statement in a letter of June 17 from the Denver office. Mr. McKune is Supervising Inspector for Colorado:-

"This year the crops in Colorado appear to be generally in very good condition, and earlier than most years. We are already inspecting lettuce and peas at three different points.

"It seems that the volume of shipments of the various commodities will be at least normal and probably heavier than the average, so that we can anticipate the inspection of 25,000 to 30,000 cars this year. As usual the bulk of this work, with the greatest number of licensees, will occur during the months of August and September. However, it will be necessary that many of these men be appointed and trained before August 1."

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PUERTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1357, San Juan, P. R.	Citrus Pineapples	(year around)	
TEXAS:	H. T. Longino, Municipal Bldg., Box 835, Jacksonville, Texas	Tomatoes	June 6	July 9
ARIZONA:	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Cantaloupes	June 10	July 15
ALABAMA:	J. A. Marks, Foley, Ala.	Vegetables	May 21	July 9
MISSISSIPPI:	F. S. Kinsey, Crystal Springs, Miss.	Vegetables	April 25	July 2
TENNESSEE:	T. W. Ayres, Hotel Humboldt, Box 43, Humboldt, Tenn.	Vegetables	June 1	July 15
NORTH CAROLINA:	G. Ray Warren, Elizabeth City, N. C.	Potatoes	May 31	July 2
VIRGINIA:	Robert Bier, Chesapeake Hotel, Cape Charles, Va.	Potatoes	June 6	July 2
OKLAHOMA AND ARKANSAS:	P. B. Landrum, 301 Manhattan Bldg., Muskogee, Okla.	Potatoes & other vegs.	June 7	July 2
GEORGIA:	O. G. Strauss, 620 Ga. Casualty Bldg., P. O. Box 859, Macon, Ga.	Peaches	June 13	July 23
DELAWARE:	F. S. Zimmerman, c/o State Board of Agriculture, Dover, Del.	Apples	July 1	Sept. 1

REPORTS on the following products can be obtained from the offices indicated:

Arkansas potatoes..... Labe Dean, Van Buren, Ark.
Norfolk, Va., potatoes..... H. H. Henderson, Norfolk office.
Missouri potatoes..... F. M. Lyle, Kansas City office.

8c. A REVISED PRODUCTS CIRCULAR ON PEANUTS

With this D. L., each inspector will receive a copy of the revised Products Circular on Peanuts. This should be substituted at once for the former ciruclar on this product in all copies of the Receiving-Point Inspection Handbook. The revised copy has 16 pages or 8 sheets of paper.

9c. REPORTS FROM THE FIELD NEEDED FOR OUR ANNUAL REPORT

Supervising Inspectors in all States are requested to submit final reports for this fiscal year as promptly as possible after June 30, as these figures are urgently needed for the annual report to the Chief of Bureau, which is due July 15.

10c. INTERESTING NEWS ITEMS

W. W. Anderson, of the New Orleans office, submitted the following items:-

"On the New Orleans produce market, a so-called fiberless mango has made its appearance, with promises of a much better fruit than the average mango. This new variety is known as the peach mango, because of its similarity to the flesh of a ripe peach, and it has somewhat the same consistency as a peach.

"We learn from a recent issue of the Literary Digest that California now has a pink lemon. This variety comes from Burbank, Calif., and like many other new varieties is a freak coming from a sport, the rind, flesh and juice being pink and other characteristics very similar to the variegated Eureka lemons.

"The New York Times of May 28 reminds us that Bolivia, in South America, has 150 kinds of potatoes, many of which are unknown to the United States. Bolivia and southern Peru is the native home of the Irish potato."

R. C. BUTLER,
Specialist in Inspection

REGULATORY ACTIVITIES

1e. ADDITIONAL HEARINGS UNDER P.A.C. ACT

The following hearings under the Perishable Agricultural Commodities Act have been announced by the U.S. Department of Agriculture. C. P. Dorr, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:-

Date	Place	Parties Involved
June 27	Fresno, Calif.	Vincent Nutile, Los Angeles vs. K. Arakelian, Inc., Fresno.
June 28	Salinas, Calif.	William Fean & Co., Columbus, Ohio vs. F.H. Hogue, Inc., Payette, Idaho, and Peter-Bourg Co., Salinas, Calif.
June 29	Los Angeles, Calif.	K. C. Iwata, Brawley, Calif., vs. Peppers Fruit Co., Los Angeles, and Western Fruit Growers, Inc., Los Angeles.

F. G. ROBB,
In Charge, Regulatory Branch.

OFFICE NOTES:

J. E. Dickerson, inspector at Indianapolis, came to Washington this week, in addition to the inspectors mentioned in the last D.L., to take the course of training in the grading of canned products. W. F. Plummer, who came from Boston for this purpose, was obliged to return to Boston on Monday night, because of serious illness in his family.

J. C. Bigger, in charge of the field office at Easton, Md., also came to the Washington office this week, and has been assisting in the instruction of the training class in grading of canned fruits and vegetables.

E. P. Bostwick, in charge of the Chicago office of the Canned Fruit and Vegetable Grading Project, likewise came to Washington this week and is taking a course in microanalytical work in the laboratory of Dr. B. J. Howard, of the Food and Drug Administration, preparatory to the inauguration of grading service on certain commodities in which mold, yeast and bacteria counts are important factors.

T.C.J.Baker, of Mr. Carey's project, left Washington on Wednesday and is making a brief trip to various points in Kentucky, Indiana, Illinois and Missouri, where he is making investigations under the Standard Container Acts.

R. G. Risser and A. M. McDowell, who have been in the Chicago office of the Market News Service recently, are being detailed for the summer months to the Regulatory Branch and will check up dealers, to determine any who may not yet be licensed under the P.A.C. Act. Mr. Risser will travel through various States to the Pacific Coast and will do most of his field work along the Coast. Mr. McDowell will cover the territory centering in Pittsburgh, Pa., going into various sections in that general area.

At the last moment, it was decided to operate a market-news station on tomatoes at Humboldt, Tenn., beginning next Tuesday, June 28. W. D. Hull, of the Chicago office, will handle these reports at Humboldt.

B. E. Surry closes the market-news field station at Crystal Springs, Miss., today and will proceed to Phoenix, Arizona, where he will operate the field station on cantaloupes, beginning about July 1.

R. M. Peterson expects to close the office at Leesburg, Fla., today and will continue the market reports on watermelons from Moultrie, Ga., after this week.

F. S. Zimmerman, of the New York City inspection office, will proceed next week to Dover, Del., from which place he will supervise the shipping-point inspection work on Delaware apples.

Shipping-point inspections on Missouri potatoes are expected to start next week, and this work will be supervised by F. M. Lyle, of the Kansas City office.

Monday, July 4, will be observed as a holiday in all offices.

OFFICE NOTES (CONTINUED):

H. T. Longino, Supervising Inspector at Jacksonville, Texas, expects to visit the El Paso Pear Association at a meeting on July 5, and advises us that the Association will use the inspection service, beginning about July 10. The Federal grades for pears will be the basis for these inspections.

J. G. Scott, of the Philadelphia market-news office, recently prepared a 10-minute radio talk on "Functions of the Fruit and Vegetable Market News Service of the U.S. Department of Agriculture." This talk was broadcast from Station WIP in Philadelphia on June 16 at 8 P.M. H. S. Slamp, one of the local inspectors, did the broadcasting and many compliments were received on this talk. Copies of the talk probably can be obtained from Mr. Scott.

The B.A.E. News dated June 22 includes two special sheets, showing graphically the general floor plans of the second and third floors in the new extensible building of the Department in Washington, on which the offices of our Bureau are located. The two sheets are well worth studying. Please note the location of the Fruit and Vegetable Division offices on the north and west sides of second floor, and also on the court at the southeast corner of the building.

(The following items were received by the editor, after the other pages of this D.L. had been stenciled.)

FOR Market News and Inspection Offices:-

2a. LEAVE OF FIELD EMPLOYEES

Effective at once, no leave should be taken or approved, which will bring the total amount of leave, up to and including June 30, to over 7 days and 3½ hours. No leave of any kind will be approved after June 30 until pending legislation, affecting leave, is enacted and instructions issued.

FOR Inspection Offices:-

11c. SHRINKAGE OF WATERMELONS IN TRANSIT

With this D.L., each city inspection office will receive one copy of the four-paged mimeographed report, entitled: "Shrinkage of Watermelons while in Transit." Authors are R. C. Wright and J. M. Lutz, both of B.P.I.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 26 July 1, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication.

1a. TO ALL MEN IN CHARGE OF OFFICES OUTSIDE OF WASHINGTON

It is necessary to make a thorough revision of the Market Station Address List, which was issued last August, and the Inspection Address List, which was issued in April, 1931. This should be done as promptly as all the data can be furnished to the Washington office.

Enclosed with this D.L., men in charge of the various offices will receive a copy of the last mimeographed sheet, containing information relating to their respective offices. This should be brought up to date and returned to Paul Froehlich, in Washington, as soon as possible. Please be sure that the office address and phone number, as well as residence address and phone number, are correctly stated; also the names of the technical staff.

Quite a number of branch offices are moving today, and there doubtless are other changes to be made in these lists.

2a. NEW OFFICE OPENED AT HARTFORD

In order to handle the inspection work in Connecticut more effectively, a new office has been opened in space provided by the State Division of Markets at Hartford. R. W. Tyson has been transferred from New Haven and will be in charge of this new office, his address being Room 458 State Office Bldg., Hartford, Conn. This office should be added to all lists of inspection stations.

Market-news men should please insert in their mimeographed reports a notice, calling attention to the opening of the inspection office at Hartford.

3a. NORTHWESTERN CHERRIES AT 38 CENTS PER CHERRY

R. L. Ringer, of the Portland inspection office, sent the following item under date of June 25:-

"A shipment of cherries, that is believed to be the highest-priced on record, is to be made from Portland next week. A 15-pound box of Bing cherries is going to the French consul at San Salvador by air mail, as a present from a ship captain who doubtless enjoyed some unusual hospitality there. At the air-mail rate, the postage alone is $108, or about $7.20 per pound. The price to the grower is about 8¢ per pound. The total cost will be about 38¢ per cherry."

4a. FEWER RASPBERRIES IN PUGET SOUND DISTRICT

According to information from J. D. Hamilton, of the Portland market-news office, "Puget Sound raspberry production is still estimated at about 60% of last year's crop. As with strawberries, the raspberry season is about two weeks later than last year. Gresham raspberries were sold recently in limited volume at $1.50-$2 per 24 pints."

MARKET NEWS SERVICE

1b. EASTERN SHORE POTATO MARKET IN GOOD POSITION

With Eastern Shore of Virginia potato shipments now exceeding 400 cars daily, the following letter of June 28 from V. H. Nicholson, at Pocomoke City, is of special interest:-

"It now appears that there will be a fairly heavy movement of Eastern Shore potatoes this week. The vines in many localities are practically dead, and the risk of rot developing in the fields is becoming greater. Digging in Northampton County probably will be in full swing this week, and there may be a fairly heavy movement from Accomac County. A few cars of Maryland potatoes also will be dug, mostly around Pocomoke City, Stockton and Snow Hill. In Virginia, the yields are averaging close to 35 barrels per acre, according to current reports. There are a few exceptional fields, which are digging in excess of 50 barrels average.

"The market held fairly well last week, although demand for Eastern Shore stock was rather sluggish until late Friday afternoon. A fairly good demand developed Saturday morning, with most offerings taken at $1.90-$2 per barrel. The market was firm all day Monday, but offerings were quite limited, because of the light carryover from Saturday. Distribution of shipments was good on both Friday and Saturday.

"Shippers are hoping for a slight increase in prices this week, but with present indications of heavy shipments the outlook for rising prices during the next few days is none too encouraging. It now appears that the later potatoes, especially the crop in Maryland and Accomac County, Virginia, may be in a much better market position than usual.

"The cucumber crop around Salisbury, Md., is reported to be developing fairly well, and a few truckloads are expected out this week. A few cars may be loaded the latter part of the week, but no heavy shipments are expected before July 4. According to reports received by the trade, the New Jersey cucumber crop probably will be ready about the same time as that around Salisbury."

2b. LOW PRICES PAID FOR TEXAS TOMATOES

The following report of June 26 came from W. D. Googe, in charge of the market-news office at Jacksonville, Texas:-

"The Jacksonville tomato district in eastern Texas received a drenching rain on Friday and Saturday, breaking the long dry spell which had done considerable damage to early fields and was threatening to cut yields in later fields. The peak of the east Texas tomato movement is finished, but shipments probably will continue until the first of August. It is now locally estimated that the total movement this season will not be greatly in excess of 3,000 cars. Shipments during the coming week probably will average around 100 cars daily, if market conditions jusify packing charges and freight.

"Prices during the past week reached the lowest level of the season. On Wednesday and Thursday, growers were being paid ½¢ to 1¢ a pound for mature green stock, and cash-track prices were as low as 50¢ per lug box. On Friday, a better tone developed, partly as a result of a restricted loading program here and in Tennessee. The Mississippi deal was reported as rapidly

drawing to a close. New York and Philadelphia speculators were taking blocks of 10 or more cars of Texas stock.

"The deal as a whole this season has been featured by comparatively high prices to growers and a small margin for shippers. It is reported that jobbers in the terminal markets have been heavy losers, since much of the time jobbing prices have been little, if any, higher than f.o.b. prices. As a rule, the shippers have sold their loadings on a cash-track basis, and there has never been a large number of rolling cars unsold."

3b. CROP AND MARKET NOTES FROM THE NORTHWEST

Excerpts from a northwestern review, published by T. R. Hall at Seattle on June 23, are as follows:-

"Peak of the cherry movement from lower Yakima Valley has been passed. The Walla Walla-Freewater district shipped about 10 cars on Wednesday, and a total of about 65 cars is expected from that district before the season ends. The Dalles, Oregon, district is expected to move about a similar volume, while Wenatchee probably will approach 125 cars of fresh cherries.

"Eastern cherry auctions are generally steady. Thursday's prices on Washington No. 1 Bings averaged $2.47 per lug in New York, while a carlot of Washington Bings in Boston averaged $2.58 per 15-pound lug, with prices ranging from $2.05 to $3.20. Oregon Bings in Chicago averaged $1.45 per 22-pound lug but Washington cherries in 17-pound lugs ranged from $1.85 to $2.75, averaging $2.55. Seattle, Portland, and other Coast markets are heavily supplied with cherries, and prices of Bings are around 5¢-8¢ per pound.

"Vegetable movement from western Washington districts continues active, with Iceberg lettuce, green peas and cauliflower the principal offerings. Quality of Puget Sound lettuce is not so good as was obtained early in the season, and most cars moving under certification show about 80%-85% U.S. No. 1 grade. Demand for northwestern offerings has slackened quite noticeably, as movement from the Salinas-Watsonville district of California is increasing. Thursday's eastern markets, with few exceptions were dull or about steady. The f.o.b. cash market has ranged generally $2.50-$3 per crate, on cars of practically straight 5-dozen sizes at western Washington shipping points.

"Quality of green peas is good, and picking is gradually increasing in all districts. Movement is largely in mixed carlots, although an occasional straight car is billed. Prices are on the decline, as movement becomes freer, with bushel hampers of U. S. No. 1 Telephones going out around $1.35-$1.50. Less than a week ago, prices f.o.b. cash-track were around $1.90. Cauliflower demand is slow at 55¢-65¢ per pony flat."

4b. SUMMARIES RECENTLY ISSUED

The San Francisco office recently issued two summaries, as follows:- "Marketing California Peaches, 1931 Season" and "Marketing California Pears, 1931 Season." Authors of both summaries are C. J. Hansen and O. W. Holmes. Copies can be obtained directly from San Francisco.

5b. SIX COPIES OF ALL REPORTS NEEDED, INSTEAD OF FIVE

In Par. 9b of last week's D.L., it was requested that each market and field station send to Washington regularly five copies of all mimeographed market reports, beginning today, July 1. We now find that an additional copy is needed. So please send six copies daily, instead of five.

6b. USE OF PERSONALLY-OWNED AUTOMOBILE FOR OFFICIAL TRAVEL

The Comptroller General holds that, under the Act authorizing mileage and the regulations promulgated pursuant thereto, it must be determined in advance in each particular case by the party authorized to grant mileage that the use of a personally-owned automobile on a mileage basis is more economical and advantageous to the United States than other modes of travel.

A few exceptions to this rule are made, but, in order to forestall suspensions from expense accounts, all market news men are requested, when contemplating travel by means of personally-owned automobile, to forward to Washington an itemized statement of the points to be visited, with the approximate cost and the time required to make the trip if railroad, bus, or other common carrier were used; and also a statement of the time and cost of the trip if personally-owned automobile were used, in order that, when authorizing travel on a mileage basis, the Washington office may be in a position to determine that the use of a personally-owned automobile in lieu of common carrier is actually more economical or advantageous to the Government.

This does not apply to the itinerant force of the Market News Service for travel between temporary stations, as it can usually be determined that the 3⅓¢ mileage rate allowed is cheaper than railroad and Pullman fares. Neither does it apply to the use of the personally-owned automobile on an actual expense basis, as outlined in Paragraph 105 (e), Standard Travel Regulations.

B. C. BOREE
Specialist in Market News

- WAS YOUR COPY OF LAST WEEK'S DIVISION LETTER COMPLETE? In assembling the D.L. for June 24, it was noticed that some of the copies in Washington were without the last sheet. The last two pages (on that sheet) contained the Office Notes and two other items. If your copy was incomplete, please ask for one from Washington.

ALWAYS NOTICE whether the "finis" line is across the bottom of the last page of your Division Letter,- a line, like this, at end of last page:

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
BRAWLEY, CALIF.* Planters Hotel Bldg.	808	A. E. Prugh	Cantaloupes	May 9	July 9
			Watermelons	June 6	July 9
POCOMOKE CITY, MD.* Peninsula Bldg.	878	V.H.Nicholson	Strawberries#	May 23	June 11#
			Potatoes	June 13	July 30
			Cucumbers	July 5	July 23
			Cantaloupes	July 25	Aug. 13
JACKSONVILLE, TEXAS* 201 Texas State Bank	811	W. D. Googe	Tomatoes	June 6	July 9
MACON, GA.* 715 Ga. Casualty Bldg.	833	R. E. Keller	Peaches	June 20	July 23
MOULTRIE, GA.*	832	R. M. Peterson	Watermelons	June 27	July 16
HUMBOLDT, TENN.*	806	W. D. Hull	Tomatoes	June 28	July 16
PHOENIX, ARIZ.* 602 Security Bldg.	815	B. E. Surry	Cantaloupes	June 29	July 20
The following stations probably will open on dates indicated:					
CANDOR, N.C.*	935	H. F. Willson	Peaches	July 11	July 30
MACON, GA.*	875	R. M. Peterson	Watermelons	July 18	Aug. 13
FRESNO, CALIF.*	919	A. E. Prugh	Grapes	Aug. 1	Nov. 5
The following station closed on date indicated:					
WASHINGTON, N.C.* 213 Federal Bldg.	926	R. L. Sutton	Potatoes	May 31	June 28

* State cooperating # Reports discontinued

R. G. Risser)
A. M. McDowell) traveling on licensing work.
H. F. Willson)
R. L. Sutton)

W. F. Cox in San Francisco
J. B. Owens in Washington office
H. E. Rutland at Shin Pond, Maine

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

REGULATORY ACTIVITIES

1e. FAILURE TO PAY CONSTITUTES "FAILURE TRULY AND CORRECTLY TO ACCOUNT"

The Secretary of Agriculture has ordered Nathan Segall, of Montgomery, Ala., to pay the Michigan Land Company of Ohio, McGuffey, Ohio, the sum of $420, with interest thereon.

In November and December, 1930, the Michigan Land Company and Nathan Segall entered into contracts for the sale of two cars of No. 1 onions at $1.50 and $1.60 delivered. Segall accepted the onions in the car, but failed and refused truly and correctly to account therefor. Segall contended that the complaint was insufficient, because it did not charge a violation of the Perishable Agricultural Commodities Act; that it charged that Segall failed, neglected and refused to pay complainant the purchase price in violation of Section 2 of the Act, and that this statement was a conclusion and did not state a cause of action; and, thirdly, that the complaint averred that there was due and owing the Michigan Land Co. the sum of $420, without averring any duty on the part of Segall to account for the things averred in the complaint, and that the complaint therefore alleged no fact or facts which would truly constitute a violation of the Act.

The Secretary held that the substance of these contentions related to the question of whether or not Section 2, paragraph 4, of the Act might be construed to apply to failure to pay, and held that failure to pay does constitute failure truly and correctly to account.

2e. ADDITIONAL PUBLIC HEARINGS SCHEDULED

The following hearings under the Perishable Agricultural Commodities Act have been announced by the Department. Judge R. L. Dillman, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:

Date	Place	Parties Involved
July 12	Lincoln, Ill.	The Mahaffey Commission Co., Chicago, vs. Charles E. McCue, Lincoln, Ill.
July 13	Webster City, Iowa	Inness Brothers, Kansas City, vs. A. J. Pringle & Son, Webster City, Iowa.
July 14	Minneapolis	American Fruit Growers, Inc., Pittsburgh, vs. J. Rosenzweig & Sons, Minneapolis.
July 15	Chicago	C. L. Frank, Evansville, Ind., vs. W. A. Waskow, Chicago, and vice versa.
July 16	Chicago	Turnbull Produce Co., Detroit, vs. L. A. Gerstein & Co., Inc., Chicago.
July 18	Chicago	Cooperative Produce Co., Inc., Baton Rouge, La., vs. Mahaffey Commission Co., Chicago.
July 19	Cleveland	M. Lapidus & Sons, Chicago, vs. Rini & Comella, Cleveland.
July 20	Pittsburgh	H. S. Denison & Co., Freewater, Oregon, vs. H. Americus & Co., Pittsburgh.
July 21	Harrisburg, Pa.	Miles-Conley Co., Inc., Baltimore, vs. Harrisburg Grocery Co., Harrisburg, Pa.

3e. REJECTION OF CUCUMBER SHIPMENT BY HARTFORD FIRM UNJUSTIFIED

The Secretary of Agriculture has ordered S. Joseph, doing business as the Liberty Fruit & Produce Co., of Hartford, Conn., to pay Dingfelder & Balish, New York City, the sum of $67.50, with interest thereon.

Dingfelder & Balish sold Joseph 15 baskets of cucumbers at $4.50 per basket. These cucumbers were delivered at New York to a firm of truckmen, employed by Joseph, and were delivered by this firm to Joseph at Hartford, Conn. On the day purchased, the cucumbers were inspected at point of shipment by Joseph's authorized representative, but upon arrival in Hartford Joseph refused them and the truckmen then sold the cucumbers in open market, sending a check for the net proceeds to Dingfelder & Balish, which check was returned and not accepted. The Secretary held that rejection was without reasonable cause and awarded damages in the amount stated above.

4e. UNJUSTIFIABLE REJECTION OF SWEET POTATOES BY OHIO FIRM

The Secretary of Agriculture has ordered the Central Fruit & Grocery Co., of Mansfield, Ohio, to pay $154.69, with interest thereon, to the Baker Produce Corporation, of Norfolk, Va.

This case involved a shipment of 75 barrels of sweet potatoes, which the Central Fruit & Grocery Co. rejected on the ground that a previous shipment had been unsatisfactory and that a sample from the second shipment did not cook properly. The Central Fruit & Grocery Co. alleged that there was an implied warranty that the potatoes would be suitable for food and that the quality of the potatoes was fraudulently concealed. The company also contended that, since the contract was to be performed in Ohio, it came under the Ohio statute, which provides that a contract made in one State to be performed in another is governed by the laws of the latter, which determines its validity, obligation and effect, and that the potatoes were unwholesome and the sale, therefore, was in contravention of another Ohio statute.

The Secretary held that the contract was consummated in Virginia and must be interpreted as a Virginia transaction. He also held that there was no evidence, from which it could be said that the sweet potatoes were unwholesome. Apparently they were not the variety desired by the buyer's customers, but they were not diseased or unwholesome within the meaning of the Ohio statute.

The Central Fruit & Grocery Co. also contended that under Ohio laws, where the buyer expressly or by implication makes known to the seller the particular purpose for which the goods are required and it appears that the buyer relies on the seller's skill or judgment, there is an implied warranty that the goods shall be reasonably fit for such purpose. The Secretary held that this did not apply, because the sale was completed by acceptance in Virginia and was governed by the laws of that State.

The Central Fruit & Grocery Co. also claimed that they had no ulterior purpose in rejecting the shipment, because they needed the potatoes and purchased others to replace the rejected shipment, and therefore they could not be said to have rejected the shipment without reasonable cause.

The Secretary held that the potatoes shipped came within the description used by the Central Fruit & Grocery Co. in placing the order, and that, even though the company desired a particular variety or kind of sweet potatoes, they did not so specify and, consequently, the rejection must be held to be without reasonable cause.

5c. REPARATION ORDER GRANTED TO A HARTFORD FIRM ON CAR OF HONEY DEWS

The Secretary of Agriculture has ordered Tassini & Salisch, Inc., of New York City, to pay to Gordon Brothers, Hartford, Conn., the sum of $72, with interest.

This case involved a complaint filed by Gordon Brothers against Tassini & Salisch, and a counter-complaint filed by Tassini & Salisch against Gordon Brothers, regarding a car of Honey Dew melons, sold on a delivered basis and shipped from California to Hartford, Conn. Gordon Brothers contended that the melons failed to comply with the terms of the contract and that, as a result, they suffered a loss of 15¢ per crate in replacing them with melons of the quality called for in the contract. Tassini & Salisch claimed that the melons did comply with the terms of the contract; that Gordon Brothers rejected them without reasonable cause, and that upon resale the amount realized was $16.70 less than the original sale price. The Secretary held that the melons failed to comply with terms of the contract; that a reparation order should be entered in favor of Gordon Brothers, and that the counter-complaint of Tassini & Salisch should be dismissed.

6c. THOUSANDS OF ILLEGAL CONTAINERS DESTROYED IN ILLINOIS

T. C. J. Baker, of the Standard Container Project, reports that, as a result of his investigations, approximately 100,000 illegal "wine" or liquid-measure pint berry boxes were recently condemned and were voluntarily burned by the manufacturers in the vicinity of Villa Ridge, Ill. The Illinois State officials cooperated in suppressing the manufacture and use of these snide containers, which are approximately 10% smaller than the standard dry-measure boxes. The U.S. Standard Container Act of 1916 prohibits the manufacture, sale and shipment of illegal berry boxes in interstate commerce. Consequently, the cooperation of State officials was necessary to stamp out the manufacture and use of such containers within the State, and those officials promise closer inspection and stern penalties for future violations.

It should be borne in mind that the Act of 1916 applies only to such containers as berry boxes, till baskets and Climax baskets, which are sold or offered for sale in interstate commerce. Containers such as hampers, round stave baskets and splint baskets for fruits and vegetables are regulated by the Act of 1928, which, having been passed under the coinage, weights and measures authority of Congress, applies to intrastate as well as interstate commerce.

F. G. ROBB,
In Charge, Regulatory Branch

INSPECTION SERVICE

1c. SANITARY CERTIFICATES REQUIRED ON APPLES AND PEARS FOR SHIPMENT TO FRANCE.

Sanitary certificates, required on apples and pears under the French Quarantine, will be issued by the Bureau of Plant Quarantine at port of export. These certificates may be issued on the basis of inspections made at shipping points by Federal-State inspectors, who will issue memorandum certificates showing freedom from San Jose scale, which will be attached to the regular certificate, and this memorandum may be exchanged at port of export for the Plant Quarantine certificate for a fee of $1. This fee will cover the cost for the entire shipment, regardless of the number of cars involved. Shipments which are entitled to receive such certification at the ports of export must be accompanied by the Export Form Certificate, with a memorandum certificate attached showing that the fruit in question has received the required examination.

The certificate to the Bureau of Plant Quarantine will read as follows: "This is to certify that not less than two per cent (2%) of the apples contained in car _____ were inspected at _____ on _____ and to the best of my ability and knowledge they are healthy and free from disease, insects, and other injurious animals liable to develop on farms or orchards. I chiefly certify that the fruit inspected is free from the San Jose scale (Aspidiotus perniciosus)." The above follows the general form of the certificate which has been approved by French plant quarantine officials. This certificate should not be issued, if any San Jose scale is found.

In making the detailed inspection required by the Bureau of Plant Quarantine, the shipping-point supervisor must emphasize to all inspectors, certifying to the Bureau fruit which should receive the sanitary certificate at the port of export, that at least two per cent (2%) of the fruit in each shipment concerned must be thoroughly examined. The sample examined must be representative of the car and shall be selected by the certifying inspector so as to include different growers' lots, brands or grades. Inspectors should pay particular attention to both the stem and the blossom end of the apple, since experience has shown that, where a light infestation exists, the scales are more likely to be at those points. No tolerance will be allowed for San Jose scale, and the fruit examined must be absolutely free before the certificate to the Bureau of Plant Quarantine can be issued.

The examination of the entire contents of at least 15 boxes or the equivalent in a larger number of boxes will be required in a car containing 756 boxes. In a car of eastern apples containing 175 barrels or 500 bushels, at least 10 bushels of fruit must be examined. The examination of half the contents of 30 boxes is preferable to the examination of the entire contents of only 15 boxes. Inspection for San Jose scale will require additional work over that required for grade inspection, and the applicant must state in advance whether he wants the French certificate or not.

A supply of memorandum certificates will be available for distribution within a few days. In the meantime, shipping-point supervisors having need for the certificate required by the Bureau of Plant Quarantine may type the certification statement on a Department letterhead. In addition to the original or ribbon copy, three carbons should be typed. The original should be attached to the original Export Form Certificate and the first copy attached to first copy of Export Form, both of which will go to the applicant for inspection. The second copy of the memorandum should be attached to copy of the certificate sent to Washington and the third to the file copy of the certificate retained in the local office.

2c. ADDITIONAL REQUIREMENTS FOR EXPORT FORM CERTIFICATES, 1932 SEASON

The policies governing the issuance of the Export Form Certificates on apples and pears, which were in effect last year, will be continued during the 1932 season, but the Export Form Certificate will not be issued on unclassified fruit nor on any lot of graded fruit which contains in excess of 2% San Jose scale.

The requirements for Export Form Certificates this year are summarized below:

(1) San Jose scale,- not more than 2%.
(2) Grade,- fruit must not fall below C grade for boxes or U.S. Utility for baskets and barrels. Export Form will not be issued on ungraded or unclassified fruit.
(3) Name and address of grower, shipper, or other person responsible must appear.
(4) Variety, grade, and size must be correctly marked.
(5) Spray residue,- not over world tolerance of .01 grain per pound of fruit.
(6) Apple maggots,- free from.
(7) Not more than 5% serious worm injury (meaning any injury that cannot be classed as healed stings); not more than 10% to individual sample permitted.
(8) Certificate must not be restricted.
(9) At shipping point, all lots in the car must be covered by the certificate.

3c. TUBER MOTH IN VIRGINIA POTATOES

Shipping-point inspectors on the Eastern Shore of Virginia have just reported serious injury to potatoes from the tuber moth. The question has been raised as to the method of reporting cars which show this injury in receiving markets, but which were passed at shipping point as being up to grade.

It should be remembered that much of the injury in the potatoes occurs from larvae, which may hatch out either just prior to digging or after the potatoes have been harvested. It, therefore, is entirely possible that there may have been no injury whatever at shipping point in a lot of potatoes which shows a considerable percentage of tuber-moth injury upon arrival in receiving markets.

In reporting cars which are out of grade on account of tuber-moth injury, it will be the policy to treat the injury in the same way as decay which develops in transit. In such cases, the following statement should be made after Grade: "Lot now fails to grade only on account of tuber-moth injury, which may have developed in transit." If the other defects are within the grade tolerance, the shipping-point certificate should be sustained as to permanent factors of grade.

4c. SEBASTOPOL APPLES STARTING SOON

C. H. Beasley, Federal-State inspector at Watsonville, Calif., recently stated that Gravenstein apples would start moving from the Sebastopol district about July 5. The crop is about the same as that of last year, but sizes generally will be larger.

5c. MANY INSPECTORS WORKING ON TOMATOES IN TENNESSEE

T. W. Ayres sent the following report from Humboldt, Tenn., in a letter of June 26:-

"Tennessee tomato inspections began on June 16, when we inspected the first four cars. Most of the packing houses opened during the past week but did not pack to capacity, so that we have inspected only 215 carloads to date.

"The local buyers, shippers and growers have been holding back on the shipments, on account of maturity and because of heavy shipments from Mississippi and Texas. The crops from these competing States seem to be about out of the way, and it looks as though we shall inspect 700 to 800 carlots during the coming week. We anticipated the inspection of 2,000 carloads in the district, but this estimate may have to be lowered because of dry weather in several sections.

"Sizes in first shipments have been generally very irregular, or mixed sizes and packs, going out mostly as 4x5, 5x5 and 5x6. These tomatoes are almost all picked from the first or bottom clusters and cull heavily because of catfaces and growth-cracks. Fruit from the second and third clusters is of a more-desirable size and of good quality, and will pack out 5x6, 6x6 and few 6x7 straight count in all layers.

"Most shippers want U.S. No. 1 grade, but growers are constantly exerting pressure on graders in regard to certain defects, so that in most of the U.S. No. 1 lots the defects are very close to the border line in most cars. We hope this situation will improve, as the first pickings are about over; but there is a tendency toward puffy stock in some sections.

"We shall assign 81 inspectors to packing houses tomorrow, and expect about six more places to call for men. The peak movement of tomatoes should be during the week beginning June 27, but we expect shipments to continue until July 20 at least."

6c. INSPECTIONS OF TOMATOES, PEARS AND MELONS IN TEXAS

Hart T. Longino sent the following information in a letter of June 25 from Jacksonville, Texas:-

"As I wired you, my address will be Jacksonville for the next two weeks. It has been raining in the various sections of this district for the past 24 hours, and the chances are that we shall have tomatoes moving all of next week.

"I plan to leave about July 2/with Mr. Canon for El Paso, in order to m make arrangements for handling about 200 cars of Bartlett pears for the El Paso Valley Bartlett Pear Association, at Ysleta. This work will not start before July 5 or 10. The trip is very necessary on account of the fact that the State Department of Agriculture has formerly handled that work as straight State inspection. They have decided that they will not handle any more inspections except under the cooperative agreement. There seem to be at least 75 cars of cantaloupes in that section, which may also be inspected for the same organization.

"Am scheduled for the program in the Short Course at A.& M. College the latter part of July, to demonstrate grading and packing of fruits and vegetables for a meeting of the Farm Women's Clubs; also for a meeting of County Agents. There may be at least one other period to be covered."

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PUERTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1357, San Juan, P. R.	Citrus Pineapples	(year around)	
TEXAS:	H. T. Longino, Municipal Bldg., P. O. Box 835, Jacksonville, Texas	Tomatoes & other crops	June 6	July 9
ARIZONA:	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Cantaloupes	June 10	July 15
ALABAMA:	J. A. Marks, Foley, Ala.	Vegetables	May 21	July 9
TENNESSEE:	T. W. Ayres, Hotel Humboldt, P. O. Box 43, Humboldt, Tenn.	Tomatoes & other vegs.	June 1	July 15
VIRGINIA:	Robert Bier, Chesapeake Hotel, Cape Charles, Va.	Potatoes	June 6	July 15
OKLAHOMA AND ARKANSAS:	R. B. Landrum, 301 Manhattan Bldg., Muskogee, Okla.	Potatoes & other vegs.	June 7	July 9
GEORGIA:	O. G. Strauss, 620 Ga. Casualty Bldg., P. O. Box 859, Macon, Ga.	Peaches Watermelons	June 13 June 20	July 23 July 23
DELAWARE:	F. S. Zimmerman, c/o State Board of Agr., Dover, Del.	Apples	July 1	Sept. 1
KANSAS:	V. V. Westgate, c/o State Board of Agr., Topeka, Kans.	Potatoes	July 5	Aug. 15

REPORTS on the following products can be obtained from the offices indicated:

Arkansas potatoes..... Labe Dean, Van Buren, Ark.
Norfolk, Va., potatoes..... H. H. Henderson, Norfolk office.
Missouri potatoes..... F. M. Lyle, Kansas City office.

7c. RECENT NEWS REGARDING IDAHO CROPS

L. G. Schultz wrote as follows from Boise in a letter of June 16:-

"The fresh pea shipments in Idaho are just starting, and the volume will depend entirely upon the price, which at this time does not look very promising. Cherry shipments will not start before the latter part of next week, probably June 24, depending upon weather conditions. There has been a heavy drop of cherries, so that the total prospective shipments have been revised downward. It is difficult at this time to say just what the final figure will be, but it undoubtedly will be larger than last season. We have an exceptionlly heavy percentage of doubles this year, which condition seems to be general over the entire Northwest.

"The new potato crop is expected to get under way about the 4th of July, starting with Triumphs in the King Hill and Payette sections. Shipments of Rurals should start about 10 days later."

8c, THE INSPECTION SITUATION IN ARKANSAS AND OKLAHOMA

The following letter of June 28 came from R. B. Landrum, at Muskogee, Okla.:-

"There has been little change in the potato situation here since my last letter, with the exception of the outlying districts, which in most instances have practically finished. There are only one or two men working potatoes in the Van Buren section, and all eastern Oklahoma points, with the exception of Sallisaw, closed Saturday. There has been continued rainfall in the Muskogee district for the past week, and it has rained about one inch here within the past hour. With this added rainfall,- the fields already being very heavy,- it will not be possible to resume digging until early next week. Whether or not the potatoes will suffer material damage from the rain is yet to be seen. However, it is expected that there will be considerable decay; also that we probably shall have to contend with excessive dirt and second-growth.

"The Oklahoma potato inspections at present are somewhat in excess of 450 cars, and with favorable weather we would easily have passed the 700-car mark. We plan to reduce the force tonight, keeping just enough men to handle what work may arise, and will depend upon our surplus Arkansas crew for any additional ones which may be needed next week.

"Tomatoes are moving rather freely in south Arkansas. It rained throughout that section Saturday, and the inspector stationed at DeQueen, who is acting as key man in that territory, advised me that this work, in all probability, will continue for another 10 days or two weeks. An additional man was placed at Nashville to handle tomatoes today, and another probably will be sent to DeQueen about tomorrow, increasing the total number of tomato inspectors to seven.

I am planning to go to the tomato district tomorrow, for a two or three days' visit, and while there will investigate the prospects for future work on melons in that territory. It is expected that 75 to 100 cars of cantaloupes will be shipped from the Hope section, and that we may have 150 to 200 cars of peaches around Nashville.

"The grape prospects in Arkansas and Missouri are good at present. However, our volume of inspections will depend entirely upon the price and the volume to be moved in carloads.

(continued over)

"Green corn is moving in a light way from Oklahoma, and probably will continue to do so for the next two weeks, providing the market remains such as to justify shipping. The quality is said to be far better than usual, and most of the cars have graded U.S. No. 1 at points of origin. There has been some trouble in receiving markets from worm damage, but in every instance this has been found to consist of fresh damage and has been treated as condition factor upon arrival.

"All watermelon growing sections in Oklahoma are showing heavy plantings and, if the market will justify shipping, we no doubt shall have considerable work in August on this commodity."

9c. ADDITION TO LIST OF PAST-DUE ACCOUNTS

The following should be added to list of Past-Due Accounts:

J. F. Wegforth, Weslaco, Texas $19.97

10c. VIRGINIA STANDARDS FOR LIMA BEANS

With this D.L., each inspector east of (but including) Chicago and St. Louis will receive a copy of the Virginia Standards for Lima Beans (1932), furnished us by the Division of Markets at Richmond. If any other office has need of these grades, copies can be obtained directly from Richmond.

R. C. BUTNER,
Specialist in Inspection.

OFFICE NOTES: - (SEE item at bottom of Page 410.)

The three inspectors, Messrs. Bowers, Branch and Dickerson, who were in Washington for a course of training in the grading of canned products, returned a few days ago to their respective stations. J. C. Bigger has returned to the Easton, Md., field office of the Canned Fruit and Vegetable Grading Project, and E. P. Bostwick has gone back to the Chicago office.

About two weeks ago a meeting of the Western Plant Quarantine Board was held at Bozeman, Mont., which was attended by a large number of persons interested in quarantine matters and standardization. Among those present were L. G. Schultz, of the Boise, Idaho, inspection office; W. L. Close, of the Salem, Oregon, office; L. S. Fenn, of the Salt Lake City office, and E. F. McKune, of the Denver inspection office. A paper written by F. G. Robb, regarding the work under the P.A.C. Act, was read at this conference by Mr. Schultz.

Robert Bier, who is supervising shipping-point inspections of Eastern Shore potatoes, expects to remain at Cape Charles, Va., two more weeks.

G. Ray Warren has completed his supervision of potato inspections in North Carolina and has returned to the New York City office of the Inspection Service, stopping at Washington, D. C., en route north.

F. S. Kinsey has finished the shipping-point inspection work in Mississippi and is temporarily in the New Orleans office.

- INDIANAPOLIS office is now located at Room 815, Board of Trade Bldg.

OFFICE NOTES(CONTINUED):

D. C. Beeler, of the Chicago inspection staff, will substitute in Kansas City several days next week, while F. M. Lyle is in the Orrick, Mo., potato district, getting the shipping-point work started.

V. V. Westgate, of the Omaha inspection office, is proceeding to Topeka, Kansas, from which place he will supervise the shipping-point inspections of Kansas potatoes during the next six weeks. Grover Clyde, of the Chicago staff, has been detailed to Omaha, and will look after the work in that market during Mr. Westgate's absence.

The TOLEDO, OHIO, office of the Inspection Service has been closed and should be dropped from all lists of inspection stations. Wm. E. Phillips, who was in charge at Toledo, has been transferred to the New Haven, Conn., office, where he succeeds R. W. Tyson, who is now in charge of the new office at Hartford.

R. L. Sutton closed the market-news field station at Washington, N. C., on Tuesday and will come to the Washington, D. C., office for a brief period, after which he will be detailed to temporary duty in northern New York and adjacent territory, where he will check up dealers and others in connection with the licensing work under the P.A.C. Act.

Guy G. Chase, who has been doing field work for the licensing section of the Regulatory Branch since last September, resigned on June 30.

B. E. Surry has now opened the market-news field station on cantaloupes at Phoenix, Arizona.

The June issue of Western Grower and Shipper, published at Los Angeles, contained a number of articles by men connected with our F.& V. Division. A. E. Prugh, now at Brawley, Calif., had an article on "The 'Poppa' of All Produce Deals," relating to Imperial Valley cantaloupes. O. D. Miller, a former member of our staff, contributed an article on "Central Coast Lettuce Prospects." Another item under the title of "Imperial Valley Lettuce Deal in Review" was published over the names of Mr. Prugh and L. T. Kirby.

M. W. Baker, of the Columbus inspection office, spent the first three days of this week in northern Ohio, in connection with the shipping-point work on cherries.

W. F. Plummer, of the Boston inspection office, advises that his residence address has been changed to 322 North Main Street, Reading, Mass.

Seasonal offices on the leased wire were closed June 30 as follows: Jacksonville, Fla., Jackson, Miss., New Orleans, La., and San Antonio, Texas. The offices at those points are in operation but cannot be reached by leased wire until next autumn or winter.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 27 July 8, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. ARTICLES IN 1932 YEARBOOK OF AGRICULTURE

About a month ago the 1932 issue of the Yearbook of Agriculture came from the Printing Office. As usual, this volume of nearly 1,000 pages contains many interesting articles and much valuable material. The annual report of the Secretary includes one page on the production of fruits and vegetables in 1931; comments on the fruit and vegetable situation in general occupy 1½ pages, and work under the P.A.C. Act is given a half page.

Members of the Fruit and Vegetable staff contributed three special articles in this Yearbook, as follows:-

H. A. Spilman: "Perishable Commodities Act Promotes Prompt Settlement of Disputes."

Paul M. Williams: "Official Grading Service for Canned Fruits and Vegetables Inaugurated."

Wendell Calhoun: "Fruit and Vegetable Depots Facilitate Distribution in Big City Markets," this article being illustrated with two half-tone cuts.

2a. HELP TO LOCATE ALBERT LEVY

The Regulatory Branch wishes to locate one Albert Levy, who formerly was in business at Laredo, Texas, under the name of Border Wholesale Commission Co. Letters addressed to Levy in care of J. Armengole & Co., Laredo, and at 1517 Lincoln Street, have been returned unclaimed. Anyone having knowledge of the present address of Albert Levy will please communicate with H. A. Spilman, of the Regulatory Branch in Washington.

3a. NEW ADDRESSES OF BRANCH OFFICES

Among the Office Notes in last week's D.L. was published the new address of the Indianapolis office. We have since received notice of the removal of several other offices, effective July 1, and all of the new locations are published below:-

FORT WORTH, TEXAS...	717 Dan Waggoner Bldg.
INDIANAPOLIS, IND...	815 Board of Trade Bldg.
MEMPHIS, TENN.....	326 Customs House Bldg., phone 8-1303.
NORFOLK, VA.....	508 Seaboard Bank Bldg., phone 27363.
OMAHA, NEBR.....	401 Grain Exchange Bldg., 19th & Harney Sts.
PORTLAND, OREGON....	412 Weatherly Bldg., 408 East Morrison St.
(Inspection)	
HARTFORD, CONN.....	458 State Office Bldg., phone Hartford 7-6341, extension 434.

(See IMPORTANT item at bottom of Page 437 of this D.L.)

MARKET NEWS SERVICE

1b. GEORGIA PEACH ESTIMATES BEING REVISED DOWNWARD

Below is the first letter of the season from R. E. Keller, who is operating the field station on peaches at Macon, Ga. It is dated June 29:-

"The Georgia peach harvest is starting out very slowly, due both to the adverse conditions delaying maturity and to the extremely light crop. Rail shipments to date total but 160 cars, as compared to 1,280 a year ago. The crop last year was very late, but at that rail shipments were more than 1,000 cars ahead of this year's record to date. Late bloom and dry weather in May have caused the delay in maturity. However, recent rains are causing the peaches to swell rapidly, and it now appears that late varieties will mature on schedule. Estimates as to the total peach crop keep working downward. In the harvest of the Uneeda crop, many farmers picked only a half to three-quarters of the estimated yields, and this in spite of the large sizes caused by recent rains. The peaches just are not on the trees. Shippers now are generally estimating a crop of around 3,000 cars or slightly less.

"Sizes of Georgia peaches this year should be above normal. The fruit is thinly set on the trees, and all peach districts have been getting heavy rains, right at a time when the fruit will take on good size. The same factors making the large size will cause the quality to be lower. Large sizes tend to increase splits and ill-shaped fruit, and heavy rains are detrimental to disease control.

"First shipping-point sales of Uneedas opened at good prices but, after the movement started, the prices quickly dropped to low levels. The peaches are largely in the hands of speculators, most of the orchards with good crops being bought on preseason contracts. Preseason contracts for the various varieties range as follows per bushl or crate:- Early Rose, Hileys and Elbertas $1.50-$2.25, with a few higher and few lower, the price differential being determined largely by time of the sale, quality of the peaches, and grade and size specifications."

2b. 1932 and 1931 APPLES MOVING FROM WASHINGTON AT SAME TIME

T. R. Hall, of the Seattle office, included the following comments in a northwestern review dated June 30:-

"The first car of Washington apples for the 1932-33 season moved from Kennewick on June 24 and the shipment consisted of Yellow Transparents. The car was priced at $1.50 per box, f.o.b. shipping point, and was destined to Denver. Old-crop apples continue to move from the State at the rate of about 15 or 20 cars daily.

"Northwestern cherries are now being widely distributed throughout the United States. Movement probably has passed its peak in the Yakima Valley, but Wenatchee shipments will continue until mid-July. So far this season, approximately 300 cars have moved from Washington, exclusive of liberal truck shipments into the Pacific Northwest markets.

"Western Washington raspberries also are being harvested, and several cars are moving each day from the Puyallup district to eastern markets. A few early irrigated districts in eastern Washington are the source of apricot supplies, though the movement will not become heavy until after July 4. Prices on cherries and apricots are very low.

"Walla Walla onions will be available in about 10 days, but an earlier section that has recently been developed around Pasco is now ready to ship its first cars. Estimates place the total onion area in Walla Walla district around 840 acres, and condition of the crop points to a slightly heavier movement than that of last season. The acreage outside of Walla Walla district, Washington, also is greater than that of 1931, when between 1,300 and 1,400 cars originated in this State.

"Harvesting activities in western Washington lettuce fields continue. Green peas and cauliflower also are being shipped from various districts in the Puget Sound country. Markets for each of these items have been dull and weak as a result of poor eastern demand. Practically straight 5-dozen size Iceberg lettuce is meeting a slow demand f.o.b. shipping points at $1.75-$2 per crate; green peas in bushel hampers are holding within a relatively narrow range of $1.35-$1.50, while cauliflower in pony crates, if not consigned or rolled unsold, rules barely steady at 50¢-65¢. The movement of green peas probably is approaching its peak."

3b. MOVEMENT OF ARIZONA CANTALOUPES RELATIVELY LIGHT

B. E. Surry sent the following report from Phoenix, Arizona, on July 2:-

"The Salt River Valley cantaloupe season got under way Thursday of last week (June 23), when five cars were loaded. Shipments increased daily to 111 on Monday and 168 by Thursday of this week, June 30. Shipments of this same week a year ago were the heaviest of the season, with more than 200 cars loaded daily. Next week probably will witness the peak movement of the present season. Shipments to date total 1,340 cars, compared with 2,573 in 1931. Shippers claim they could easily load 300 cars per day at the present time, were it not for the prorating plan. Recent warm nights, along with very hot days, have ripened a large portion of the crop. The prorating makes it necessary for most shippers to load only their best quality stock and this factor, no doubt, will cause a considerable reduction in the actual number of cars shipped this season.

"While the yield has been estimated at slightly higher figures than last year, the 12,000 acres are some 2,000 less than in 1931, representing a reduction of about 13%. A severe hail-storm occurring early in June caused scattered damage to the growing crop, wiping out completely more than 1,400 acres and seriously damaging other scattered plantings.

"Very few sales have been made at shipping point,- too few in fact to quote. An occasional sale of Perfectos and Hales Best, standard and jumbo crates, has been made at 75¢-85¢, with vine-ripened or precooled stock worth mostly $1. Cash buyers are scarce, and those present are generally reluctant to buy. It appears that the risk is too dangerous, since it is a well-known fact that the Salt River Valley could furnish very heavy shipments any time during the next two weeks and ruin any chances of profit. Most shippers have been forced to roll their cars for delivered sales or to their own connections on consignment."

4b. IMPORTANT CROP REPORTS

On the coming Monday, July 11, at 3 P.M. the first production forecasts for the 1932 season will be released by the Division of Crop and Livestock Estimates on apples, grapes, potatoes and sweet potatoes. Revised reports also will be issued on peaches and pears.

5b. IMPERIAL VALLEY CANTALOUPES FINISHED

A. E. Prugh included the following information in a letter of July 2 from Brawley, Calif.:-

"With 9,807 cars out through July 1,- including 7,336 cantaloupes, 1,169 mixed, 878 Honey Dews, 402 Honey Balls and 22 Casabas,- it seemed that the season total might not exceed 12,500, compared with nearly 22,000 cars last season. It is very probable that over 5,000 carloads were left in the fields. As the cantaloupe season was drawing to a close July 1, prorating was discontinued by the Clearing House.

"Cantaloupes arriving in the East this week are generally netting back more than the f.o.b. price on the day the cars moved. New York today (July 2) quoted jumbo 45's at $3.25-$4, with precooled at $4-$4.25. The freight and refrigeration cost to New York is about $1.75 on jumbo 45's, and the f.o.b. at the time these melons were shipped was 80¢-$1.05. During the greater part of this deal, however, consigned melons netted back less than the f.o.b. price. The precooled melons, of course, sold at a considerable premium throughout the season. On July 2 most shippers had quit cantaloupes. The f.o.b. market then was 65¢-80¢.

"Prorating caused many cars to go out loaded four tiers, as it was on the basis of carloads and some shippers loaded the cars with an extra tier, in in order to move some extra melons. Those who precooled these cars had them arrive in good condition, but many reports came in of stock arriving soft in the fourth tier. Most precooling was done on the hard ripe stock in the regular three-tier load.

"The Honey Dew market continues dull, with a few f.o.b. sales today at mostly 50¢ and 9's to 12's preferred. Honey Balls are easier at 75¢-$1 on standards and jumbos. Earlier in the week a firm feeling developed at 90¢-$1.10. They have been selling well in New York, moving today at $3.50-$4 on jumbo 45's. While white melons will continue throughout July, movement probably will be held down by a slow f.o.b. demand.

"The watermelon market has crashed. Los Angeles today has about 250 cars on track, selling at $65-$100 per car, and it costs around $50 per car freight from the Valley. About 1,311 cars had moved through June 24 and, with 128 out that day, the f.o.b. price was $185-$205 per car. But, as movement mounted to 154 the 28th, prices dropped to $75-$125. Today (July 2) the f.o.b. price is $50. Many shippers expect to stop picking Sunday and Monday, which may assist in cleaning up the Los Angeles tracks.

"A few cars of cantaloupes and watermelons were grown this year in Mexico and have been coming into the United States at Calexico. The cantaloupes, about 20 cars, have been billed to Toronto, with an occasional car of watermelons going to Arizona.

"Grape movement now is around 10 cars per day from Imperial Valley."

6b. MORE THAN 300 CARS OF EASTERN SHORE POTATOES MOVING DAILY

V. H. Nicholson sent the following information from Pocomoke City on July 5:-

"The movement of Eastern Shore potatoes last week amounted to about 2,185 carlots, or three-fourths the number shipped during the corresponding period last season. Shipments to date are 3,788 cars, compared with 5,965 to the corresponding date in 1931. There has been a heavier movement by truck this season, but this amounts to only a small percentage of the total shipments.

"Demand was fairly good for the first three days of last week, but fell off considerably on Thursday, probably because of the approaching holiday. Demand was quite sluggish on Friday and Saturday, and the accumulation of loaded cars on the sidings is thought to be rather heavy. While loadings were light yesterday, because of rain and the holiday, the heavy carryover from last week probably will do much to depress the market for a few days.

"Distribution of shipments has been fairly good, especially during the first part of last week. Shipments to points in Ohio and Michigan have been fairly heavy, but very few cars have been shipped direct to Chicago. Movement to points in Canada is running heavier than last season.

"Digging is about completed in the district south of Cape Charles, and it is expected that digging will be general in Accomac County, Virginia, this week. Maryland growers seem rather anxious to dig, and there may be a moderate movement from this section this week, providing the market remains near the present level."

7b. MANY TEXAS TOMATOES YET AVAILABLE; PRICES LOW

The following report came from W. D. Googe, at Jacksonville, Texas, under date of July 4:-

"The tomato deal in eastern Texas has been prolonged, as a result of favorable rains. Some operators estimate that as many as 2,000 carloads might still be shipped from this part of the State, if a market could be found for them. With the heavy movement from Tennessee, prices have gone as low as 25¢ per 100 pounds for green stock. Many growers are consigning their crops to shippers, to be disposed of as they consider most profitable under the existing conditions. Since the tomatoes are available, it is reported that growers will pick them for as little as 25¢ per 100 pounds. On the whole, it has been a disastrous deal for growers, shippers and receivers. At present the stock packed is being severely culled, and the output is perhaps of better quality and pack than at any time this season.

"If any demand develops during the coming week, the movement will be fairly heavy. Some operators are hopeful that there will be a fair demand, but the outlook is not very promising. Most dealers here remember the bean crop in the lower Rio Grande Valley in May, when the abundance of beans drove prices so low that they would not advance freight charges. At any rate, many cash buyers are still on the ground and will remain until Thursday, when they hope to be able to determine the result of the present situation."

8b. NEW SUMMARIES ISSUED

The Washington office this week released the following summary:- "Marketing Southern California Tomatoes, 1931 Season," by Walter Kingsbury and W. L. Jackson, of the Los Angeles office. A special map in this report shows the California tomato-shipping districts, and two charts show f.o.b. prices and the competing shipments.

The Seattle office recently distributed the following summary:- "Marketing Washington Lettuce, 1931 Season," by T. R. Hall of that office. Copies of this summary can be obtained directly from Seattle. - (SEE 15b, P.436)

9b. INTERESTING DEVELOPMENTS SINCE WASHINGTON REPORTS DISCONTINUED

DENVER office wrote as follows on July 2:- "Due to the discontinuance of market reports in Washington, the Denver mailing list has been increasing recently. Replies to our circularization notices were unusually heavy and prompt this season, indicating a higher degree of interest in the marketing situation than usual. This no doubt is due to unsettled financial conditions and a desire to be well-posted before the Colorado shipping season starts."

BOSTON office advised us on July 5:- "There are 760 names on our regualr fruit and vegetable list. This has increased rapidly lately on account of the discontinuance of the Washington report, which accounts for 100 names recently."

BALTIMORE wrote on July 6 as follows:- "This year our mailing list is slightly over 1,000, or about 200 more than last year, and it is increasing daily since the discontinuance of the Washington bulletin."

CLEVELAND advised under date of June 30:- "Requests for resumption of reports are being received daily and at an increasing rate recently, especially since reports are to be discontinued by the Washington office."

10b. RECENT NEWS ON TENNESSEE TOMATOES

The following report was included in a letter of July 5 from W. D. Hull, in charge of the field station at Humboldt:-

"The market for Tennessee tomatoes showed a steady though slow decline during the greater part of last week. Demand was sluggish and movement from competing sections was heavier than anticipated. By Friday, July 1, the usual-terms f.o.b. price had dropped to 50¢-55¢ per lug box, or about one-third less than my first report on June 27. There was a better feeling locally late Friday afternoon and a stronger market on Saturday, July 2, prices being generally a nickel per lug higher on Saturday, with an occasional best car bringing a premium. Shipments for the week ending July 2 amounted to 721 cars, which is approximately 40 more than for the corresponding period last year.

"On Sunday, July 3, and Monday, July 4, there were heavy showers throughout the entire shipping district, so that very little stock was picked and loadings were light. It is too early to decide whether the heavy rains will have any unfavorable effect on the quality of the stock yet to be shipped. To date only a small number of the cars loaded have graded straight U.S. No. 1."

11b. CANTALOUPE PROSPECTS ON EASTERN SHORE; CUCUMBERS NEAR PEAK

The following additional data came in a letter of July 5 from V. H. Nicholson, at Pocomoke City, Md.:-

"The Maryland cantaloupe acreage has been reduced slightly this season, according to all reports, and it appears that the season may be slightly earlier than last year. Recent winds have twisted the vines somewhat, but otherwise the crop is in about average condition. Shipments probably will start around July 20 or 25 and continue until September. Heavy movement is expected during the first week of August.

"The cucumber acreage in Maryland has also been reduced slightly from that of last season. This crop, too, has been damaged by recent high winds, but otherwise is in fairly good condition. Yields depend largely upon

weather conditions during the next few days, but rains last Monday will benefit the crop. The peak movement is expected around July 9 or 11, with most of the crop moved by July 20."

12b. CODE ADDITIONS

On the "KU" (Cantaloupes) page of the code, please add the following approximate inside dimensions, to avoid confusion between cantaloupe and Honey Dew crates in the preparation of market wires:-

KUN	ponys (crates)	(11x11x22½)
KUQ	standards (crates)	(12x12x22½)
KUR	jumbos (crates)	(13x13x22½)
KUX	standard crates	(6¾x16x22 1/8)
KUY	jumbo crates	(7¾x16x22 1/8)

On the "SA-SI" (Watermelons) page of the code, add the following:-

UY Stone Mountains.

"Homegrowns," the former term for "UY," has been eliminated.

13b. NEW ORLEANS MARKET QUOTATIONS WIDELY DISSEMINATED

John W. Coleman, of the New Orleans office, included the following statement in a letter dated July 2:-

"We have tried to keep down our mailing list by getting our reports into as many daily papers as possible. The three daily newspapers in New Orleans use our quotations. The Associated Press sends our report to 23 daily papers in Louisiana and Mississippi. Four radio stations broadcast our quotations. Letters to the various newspapers and to the broadcasting stations indicate that many people are getting our daily quotations through these channels rather than through the daily mimeographed bulletins. With the splendid distribution we get through the newspapers and radio stations, we feel that our reports are very widely disseminated and used by a large number of people, although the mailing list is rather small, totaling 575 names."

14b. TIMELY NEWS FROM COLORADO SHIPPING DISTRICTS

In a letter of July 2 from the Denver office the following items were included by Bryce Morris:-

"The early crop of lettuce in Colorado was practically cleaned up the fore part of this week. Total shipments to date reached 155 cars, mostly from the Denver area. Some mountain lettuce near Salida will begin moving late next week, while the San Luis Valley movement will start the week following. There is an abundant supply of beets, carrots, turnips, cabbage and cauliflower on the local market, with enough to supply the demand for mixed-vegetable shippers, which at the present time is light. About 40 cars of mixed vegetables have been shipped, as the week ended.

"Although some sections of the State need rain, indications are that the San Luis Valley will have a bumper crop of all commodities this season. No material damage has been reported to any crop recently."

B. C. BOREE, Specialist in Market News.

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
POCOMOKE CITY, MD.* Peninsula Bldg.	878	V. H. Nicholson	Strawberries#	May 23	June 11#
			Potatoes	June 13	July 30
			Cucumbers	July 5	July 23
			Cantaloupes	July 25	Aug. 13
MACON, GA.* 715 Ga. Casualty Bldg.	833	R. E. Keller	Peaches	June 20	July 23
MOULTRIE, GA.* Chamber of Commerce	832	R. M. Peterson	Watermelons	June 27	July 15
HUMBOLDT, TENN.*	806	W. D. Hull	Tomatoes	June 28	July 16
PHOENIX, ARIZ.* 602 Security Bldg.	815	B. E. Surry	Cantaloupes	June 29	July 20
The following stations probably will open on dates indicated:					
CANDOR, N. C.*	935	H. F. Willson	Peaches	July 15	July 30
MACON, GA.*	875	R. M. Peterson	Watermelons	July 18	Aug. 13
FRESNO, CALIF.*	919	A. E. Prugh	Grapes	Aug. 1	Nov. 5
The following stations will close on date indicated:					
BRAWLEY, CALIF.* Planters Hotel Bldg.	808	A. E. Prugh	Cantaloupes	May 9	July 9
			Watermelons	June 6	July 9
JACKSONVILLE, TEXAS* 201 Texas State Bank	811	W. D. Googe	Tomatoes	June 6	July 9

*State cooperating #Reports discontinued

R. G. Risser) in the field, A. M. McDowell) traveling on H. F. Willson) licensing work. W. D. Googe in Fort Worth.

W. F. Cox in San Francisco
J. B. Owens in Washington office
R. L. Sutton in Washington office
H. E. Rutland at Shin Pond, Maine

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

INSPECTION SERVICE

1c. IMPORTANT CORRECTION REGARDING TUBER MOTH IN VIRGINIA POTATOES

The third paragraph in Item 3c in last week's D.L. was incorrectly worded. Please refer to that item in your copy of the Division Letter and make a marginal note, referring to this present article. The third paragraph should have read as follows:

In reporting grade of cars which show a total percentage of defects, including tuber-moth injury, in excess of the 6% tolerance, it will be the policy to treat this injury in the same way as decay which develops in transit. In such cases, the following statement should be made after Grade: "Lot grades U.S. No. 1, tuber-moth injury being a factor of condition." If the other defects are within the grade tolerance, the shipping-point certificate should be sustained as to permanent factors of grade.

2c. PUBLICATIONS SENT TO INSPECTORS

Copies of the following bulletins will be sent in the near future to all inspectors who have not received copies from the Bureau of Plant Industry:-

Miscellaneous Publication No. 98, "Market Diseases of Potatoes."
Miscellaneous Publication No. 121, "Market Diseases of Tomatoes, Peppers and Eggplants."

Joint authors of these bulletins are Dr. Glen B. Ramsey and Dr. George K. K. Link, of B.P.I. staff.

These publications are accountable property and will be included in the yearly inventory. They should be carefully preserved. Each inspector will be held personally responsible for the bulletins and will be privileged to take them with him, when transferred from one station to another.

The Bureau of Plant Industry expects to publish a series of these bulletins on all the important products and, when the set is completed, it will take the place of the present Fruit and Vegetable Disease Handbook.

3c. REVISED PRODUCTS CIRCULAR ON NORTHERN-GROWN ONIONS

With this D.L., each inspector will receive a copy of the revised Products Circular on Northern-Grown Onions. This should be substituted at once for the former copy of the circular in the Receiving-Point Inspection Handbook. The revised edition has 15 pages on eight sheets of paper.

4c. ADDITIONS TO LIST OF PAST-DUE ACCOUNTS

The following names should be added to the list of Past-Due Accounts:

Tri-State Fruit Co.,	Dubuque, Iowa	$19.71
Baker Produce Corporation,	Norfolk, Va.	1.00
T. J. LaPointe,	Van Buren, Maine	2.00

WATERMELON PRICES recently declined to a low level, as carlot shipments were near their annual peak. Cash-track sales in southern Georgia have been made at $30-$50 per carload of Tom Watsons.

5c. CANTALOUPE INSPECTIONS IN ARIZONA

The following letter of June 30 came from E. L. Ruch, in charge of shipping-point inspections in Phoenix district of Arizona:-

"The cantaloupe season in this district has gotten into full swing the past few days. It was thought that Phoenix district would not ship 100 cars a day before July 1 but, due to a few warm days of 110 to 113 degrees, melons have developed rapidly. The quality shipped has been exceptionally good, due to a much closer grading than in former seasons. Shippers here have formed a sort of Clearing House, which is to cooperate with the Clearing House in Imperial Valley and both districts have agreed to restrict shipments to not over 250 cars daily. The pro rata between the two districts is to be governed somewhat in the following manner: Before Phoenix could ship 100 cars a day, Imperial Valley could bring that total up to 250 and, as the melons matured and Phoenix daily shipments arose, that would automatically cut down Imperial Valley shipments so as to keep the total under 250. Practically all shippers here have been prorated upon an acreage basis. Realizing that they probably will not be able to ship all of their melons, they have endeavored to ship only the best.

"Over half of the operators in this district are now using the shed-pack system instead of field-pack. This, no doubt, is a great advantage, as it enables them to have a more rigid inspection and much better control over the pack and quality. It eliminates the crates standing in the sun in the fields, loosening up of the pack on the trucks from fields to sheds, and puts the melons in the cars much more quickly after picking them. Early in June about 1,500 acres were lost by hail, and the estimate of cars to be shipped from this district is now about 3,000.

"We have inspected 20 to 30 cars per day from the Yuma district, which has been practically 100% of all shipments. Quality there was exceptionally good and, until the past week, most cars have made grade. I am unable to tell at this time how much inspection work we shall have in the Phoenix district. I inspected three cars yesterday, one of which failed to make grade on account of sunburned melons. Believe that I shall be able to handle all inspections here this season without any additional help, unless the work becomes widely scattered over the valley.

"We have had a number of books of car-stickers printed for use in this State and, from this date on, all cars inspected in Arizona, including Phoenix, Yuma and Nogales, will contain these stickers."

6c. INSPECTIONS STARTED ON MISSOURI POTATOES

On July 5 Frank M. Lyle, of the Kansas City office, wrote the following report regarding shipping-point inspections in Missouri:-

"Inspection work on potatoes at Orrick, Missouri, started the middle of last week, with about 30 inspections being made by the end of June. The first two days of July the work was rather heavy, but digging has been entirely stopped for a day or so on account of recent rains. I am now leaving for Orrick, where I expect to spend the next two or three days getting the work lined up, so that supervision can be maintained from the Kansas City office.

"Inspections probably will run heavy on individual days when the weather is favorable, if the market conditions warrant. We shall start eight men to work tomorrow, or as soon as digging is active enough to

require this number. It is impossible to tell when the peak movement will be reached, although inspections probably will cover the months of July and August.

"The potatoes shipped thus far have been of very good quality, and the size is better than in previous years. Several growers are grading their potatoes for size this year for the first time. An effort is being made to get everyone to grade, but that will not be possible this year. Some of the first cars loaded were shipped to points in Pennsylvania and Ohio, which is rather unusual for Missouri potatoes at this time of the year."

7c. CROP NOTES FROM IDAHO

L. G. Schultz, Supervising Inspector in Idaho, wrote as follows from Boise in a letter of July 2:-

"I returned last Thursday evening from my trip to the northern part of the State, where I found the cherry deal slow in getting under way. Cherries were approximately 10 days later than usual, due to the cool weather during the latter part of May and the first part of June. Quality of the fruit in that section is excellent, this being the first for nine years that rain has not damaged the crop. The price situation, however, is very discouraging, and growers consider that they will be lucky to break even on the cherry deal this season.

"Cherry shipments at Emmett are about half finished, and prospects are for only about 50% of the expected tonnage. The quality in that section, as well as in the vicinity of Payette, is very good, although size is not quite up to normal. It is doubtful if they will have more than 35 cars, where they expected at least 65.

"Green-pea shipments of the earlier varieties are about finished, as are the lettuce shipments also. A few cars of new potatoes have moved from the Caldwell section, but there will be no active movement until after the Fourth of July. It is expected that the Bliss Triumph shipments, as well as some Cobblers, will get under way shortly after that date. The acreage of those varieties has been greatly increased this year, and prospects are for a good yield.

"Other crops in general are looking very well for this season of the year, although the apple crop will not be so large as that of last season. The Jonathan variety especially is very spotted and, as this variety constitutes approximately 35% of the shipments, it naturally will affect the final figures very materially. The prune crop appears to be about normal, although prunes are dropping heavily at this time. The late potato crop is growing nicely and indications point to a good yield of good-quality potatoes."

8c. EARLY POTATO PROSPECTS IN MINNESOTA

In a letter of July 2, written from his office at 302 Gorham Building, Minneapolis, G. W. Christenson included the following remarks:-

"Last Wednesday I took a trip through the early potato sections near Minneapolis and found prospects very good for a large yield, although fields were badly in need of rain at the time. The next two weeks possibly will determine the yield and the quality of the stock."

? - DOES EVERY EMPLOYEE IN YOUR OFFICE HAVE CHANCE TO READ THE D.L. WEEKLY? -?

9c. CERTIFICATION OF APPLES FOR EXPORT TO GREAT BRITAIN

The British embargo of 1930, prohibiting the importation of low-grade American apples during the period July 7 to November 15, has been made permanent. The order permits the importation of only the higher grades of apples, and any grade of barreled apples lower than U.S. No. 1 or any grade of boxed apples lower than Fancy is not permitted to enter the country. A special form of certificate is required, showing that each lot of apples meets one of the recognized grades. This certificate will be issued at the ports only and will not be issued at shipping point or any interior market.

The Special Certificate, specified by the British Apple Order, will be issued at ports of export only. This certificate will not be issued unless the packages are marked to show (1) the name and address of the packers, (2) the variety, (3) grade, and (4) minimum size. This information should appear in label, stamp, or stencil form, and unless all points have been included the Special Certificate will be refused. On lots which are incorrectly marked as to minimum size, the Special Certificate will not be issued until the packages are properly marked. Markings as to minimum size apply to eastern apples in barrels and baskets and to jumble-packed boxes but not to tier-packed apples in boxes, which are marked with the number of apples contained therein. A check mark should be placed after the name of the grades represented in a lot covered by the Special Form Certificate. In the case of combination grades, they will be certified as of the lower grade. This Special Certificate will be issued on the basis of the Export Form Certificate, subject to proper identification and check. When the Export Form Certificate is not obtained at shipping point, it may be obtained at the port, provided the apples meet all the requirements as to San Jose scale, apple maggot and worms, and freedom from spray residue. Only those lots which meet the requirements of the grades specified in the order can be exported to Great Britain.

The fee for a special quarantine certificate, required on export shipments of apples to Great Britain between July 7 and November 15, 1932, shall be $1.00 when issued at United States ports and $4.00 when issued at Canadian ports. When inspection is made to determine grade or the presence of San Jose scale, or when samples are drawn for chemical analysis, the regular fee of $4.00 per car will be charged for the Export Form Certificate and no charge made for the Special Form Certificate. The fees are to apply when the special forms are issued on the basis of Export Form Certificates without actually making inspection of the fruit, except for the purpose of identification and check.

The applicant will probably desire the original and one copy of the special form; one copy will be mailed to Washington, leaving two copies for the office files, the plan being to type five copies, including the ribbon copy and four carbons. No space is provided for recording the fee on this special form and it should not be shown on the original or any copies delivered to interested parties. This fee, however, should be recorded on one office file copy and on the copy sent to Washington. The following notations will be sufficient in this connection: "Fee $1.00" or "No charge." These special forms will be consecutively numbered.

R. C. BUTNER,
Specialist in Inspection.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PUERTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1357, San Juan, P. R.	Citrus Pineapples	(year around)	
TEXAS:	H. T. Longino, Municipal Bldg., P. O. Box 835, Jacksonville, Texas	Tomatoes & other crops	June 6	July 15
ARIZONA:	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Cantaloupes	June 10	July 15
TENNESSEE:	T. W. Ayres, Hotel Humboldt, P. O. Box 43, Humboldt, Tenn.	Tomatoes & other vegs.	June 1	July 15
VIRGINIA:	Robert Bier, Parksley, Va.	Potatoes	June 6	July 20
OKLAHOMA AND ARKANSAS:	R. B. Landrum, 301 Manhattan Bldg., Muskogee, Okla.	Potatoes & other vegs.	June 7	July 15
GEORGIA:	O. G. Strauss, 620 Ga. Casualty Bldg., P. O. Box 859, Macon, Ga.	Peaches Watermelons	June 13 June 20	July 23 July 23
DELAWARE:	F. S. Zimmerman, c/o State Board of Agr., Dover, Del.	Apples	July 1	Sept. 1
KANSAS:	V. V. Westgate, c/o State Board of Agr., Topeka, Kans.	Potatoes	July 5	Aug. 15

REPORTS on the following products can be obtained from the offices indicated:

Norfolk, Va., potatoes ..... H. H. Henderson, Norfolk office.
Missouri potatoes ..... F. M. Lyle, Kansas City office.

REGULATORY ACTIVITIES

1e. SCRANTON BROKERAGE COMPANY ORDERED TO PAY FOR CAR OF PEACHES

The Greenberg Brokerage Co., of Scranton, Pa., has been ordered by the Secretary of Agriculture to pay to Joseph Flaherty & Co., of Pittsburgh, Pa., the sum of $508.19, with interest at 6% from August 19, 1930.

This case involved a car of California peaches, which the Greenberg Brokerage Co., as broker, sold for Joseph Flaherty & Co. to the Lackawanna Fruit & Produce Co. The Greenberg Brokerage Co. failed to secure the signature of a member of the Lackawanna Fruit & Produce Co. to a note or memorandum of sale and, therefore, did not procure a valid and binding contract complying with the Statute of Frauds. The Secretary held that the representations of the Greenberg Brokerage Co. to Joseph Flaherty & Co. led the latter to believe that a valid and binding contract had been entered into, and that such representations consittuted false and misleading statements under the Perishable Agricultural Commodities Act.

2e. A NEW REGULATION UNDER THE P.A.C. ACT

The Secretary of Agriculture has issued an additonal regulation under the Perishable Agricultural Commodities Act, to be known as Regulation 10. This regulation, which became effective June 15, 1932, reads as follows:-

"Copies of the application, license and other records pertaining to licensees under this Act may be furnished under the conditions prescribed in Paragraph 690 of the regulations of the Department of Agriculture, and, except where requested by Government officials, upon the payment of the following fees, which shall be deposited in the Treasury of the United States through the Disbursing Clerk of the Department as miscellaneous receipts:

(a) For each typewritten copy,- 15 cents per page.
(b) For each photographic or photostatic copy,- 25 cents per page.
(c) For each separate authentication,- 25 cents."

F. G. ROBB,
In Charge, Regulatory Branch.

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15b. A SUMMARY ON ARKANSAS PEACHES

Some weeks ago R. E. Corbin, of the Kansas City market-news office, published a mimeographed summary entitled: "Marketing the Arkansas Peach Crop, 1931 Season." Copies can be obtained directly from Kansas City.

B.C.B.

OFFICE NOTES:

Robert Bier has now moved his field headquarters to Parksley, Va., while he continues to supervise the shipping-point inspections on Eastern Shore potatoes.

A. E. Mercker, Secretary of the Interstate Early Potato Committee, moved some days ago from Washington, N. C., to Onancock on the Eastern Shore of Virginia, where he will remain during the active movement of potatoes.

J. A. Marks has completed his supervision of shipping-point inspections in the State of Alabama, but is remaining for the present at Foley, Ala., which was his headquarters for some weeks.

It is expected that A. E. Prugh will complete his period of service at the Brawley, Calif., field station of the Market News Project by the end of this week, but he may remain at Brawley for a short while, working on his summaries of field deals.

W. D. Googe will close the Jacksonville, Texas, field station this Saturday and will return to his headquarters in the Fort Worth office until his next field assignment.

The San Francisco hearing in the removal proceedings in the Cochran-Broome case under the Produce Agency Act was postponed until July 9, making it necessary for C. R. Newton to remain in the West. Mr. Newton left Washington on June 10 to attend the hearing originally scheduled, and has been investigating other cases in the West.

MARKET STATIONS or other offices, which publish summaries of field deals or other special reports of that nature, should be sure to send a copy to the D.L. editor, to that the summaries may be listed in the D.L.

4a. CONTRACTS FOR FIELD OFFICES

Reference is made to Par. 2a in the Division Letter of April 15. The Agricultural Appropriation Bill was signed by the President on July 7, 1932. Contracts covering various services for this fiscal year, which are being held in field offices, may now be completed and should be forwarded to Washington at once. Please note that the acceptance date on such contracts should not be prior to the date of signature by the President.

- MRS. MILLS.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 28 July 15, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. IMPORTANT DECISIONS RELATIVE TO FEDERAL FURLOUGH PLAN

There is quoted below a decision of the Comptroller General dated July 8, 1932, in connection with deductions to be made from salaries during the present fiscal year. The method of taking the furlough had not been announced when this was written. Attention is called to the provision regarding absences in addition to the furlough:-

"The Act approved June 30, 1932, Public No. 212, enacted to accomplish savings in the conduct of the Government, requires that during the fiscal year ending June 30, 1933, each officer and employee, with certain exceptions, receiving compensation on an annual basis at a rate of more than $1,000 per annum, shall be furloughed without compensation for one calendar month or for such periods as shall in the aggregate be equivalent to one calendar month. This means there shall be retained in the Treasury such portion of all appropriations for personal services as will equal the saving thus provided for. To insure such saving as is so required by the enactment and to avoid payments in contravention of law, a minimum of 1¼ days' pay (8-1/3%) will be deducted from each officer and employee to whom Section 101 (b) is applicable on each semi-monthly payroll or voucher - regardless of whether the officer or employee has or has not been absent during such period, - a proportionate deduction to be made where the pay period is greater or less than a half month.

"When an officer or employee is absent on furlough for more than one working day during a semi-monthly pay period, deduction will be made at the rate of 1¼ days' pay for each working day of such absence (fractional parts of a day to be considered as a day for this purpose; for instance, for an absence of 2 days and 1 hour during such pay period, deduction will be made of 3¾ days' pay, but only the actual time taken to be charged as time absent) except that, if the aggregate of all absences on furlough from July 1, 1932, to the end of the pay period involved, does not exceed the number of working days for which deduction theretofore has been made, the deduction for such semi-monthly pay period will be only the minimum deduction of 1¼ days' pay, and when pay has been deducted for 24 working days at the rate of 1¼ days' pay per day (one month's pay), no further deduction will be made on account of furlough under Section 101 (b) and any additional absences, except on sick leave or military leave when authorized by law or regulations having the force and effect of law, will be regarded as absence without pay and charged for in accordance with rules and regulations heretofore applicable to such absences.

"Where large payrolls are involved, it is appreciated this may operate to delay payments because of the time actually required to prepare the roll for certification and delivery to the disbursing officer, unless there be cooperation by all concerned and coordination of the work of the administrative activities involved, but one of the prime purposes of the law is to retain this

saving in the Treasury for other essential uses, and there may not properly be made advances to officers and employees on the theory that recovery can be accomplished before the close of the fiscal year. There may occur during the latter days or hours of a pay period an unexpected requirement that an officer or employee be absent from duty, but the administrative procedure should be such that notice will be so promptly given the disbursing officer as to enable him to withhold payment to such officer or employee for such adjustment as the facts may require.

"The accounting procedure hereunder and necessary supplement to the Government Salary Tables will be promulgated promptly hereafter.

(Signed) J. R. McCarl,
Comptroller General of the United States."

The above decision is based on the Washington system of semi-monthly payments of salary. Calculations in connection with field salaries will be made on a monthly instead of semi-monthly basis.

It is earnestly desired that the Fruit and Vegetable Division be not guilty of delaying the payrolls. Therefore, each officer in charge, whether in Washington or the field, is instructed to note carefully all absences of employees under his direction and report such absences at once to Mrs. Mills, in Washington, in order that proper notation may be given to the payroll clerk.

The above regulations apply to any absence from duty during official hours, even if for only one hour. For an hour or a fractional day off, a deduction of 1¼ days' pay must be made.

- WELLS A. SHERMAN

2a. ATTENTION OF ALL BRANCH OFFICES:

Attention is called to the discontinuance on branch-office letters of authorization of the former subsistence allowance on an actual expense basis and the substitution therefor of a $4.00 per diem allowance in lieu of actual subsistence expenses and of all fees or tips to porters and stewards, except at points where the stay will be in excess of 10 days, after which 10-day period $3.50 per diem will be allowed. Special rates may be prescribed for extended periods. Advance copies of branch-office letters of authorization will be mailed to all offices within the next few days.

This item does not apply to itinerant members of the market-news staff. Changes in travel allowances of such men will be announced later.

3a. REVISED LIST OF MANUFACTURERS AND JOBBERS OF CONTAINERS

Mr. Carey's project has published a "List of Manufacturers and Jobbers of Fruit and Vegetable Containers" revised to June, 1932. The list was compiled by Mrs. Gladys Burrows. It includes names and addresses of 859 manufacturers and 89 jobbers. The list covers 45 States. Under each State the names are classified alphabetically by towns or cities. Copies of the list can be obtained directly from L. C. Carey's office in Washington.

MARKET NEWS SERVICE

1b. INTERESTING NOTES ON NORTHWESTERN CROPS

The following items appeared in a review of July 7, published by T. R. Hall at Seattle and based partly on a review by the Portland office:-

"A Wenatchee Traffic Association report shows 19,547 cars of apples loaded from that district through June 24, and subsequent loadings probably will bring the total volume of the 1931 crop out of Wenatchee close to the 19,710 cars anticipated at the beginning of the season. Yakima Valley is now loading carlots of Yellow Transparent apples, as well as cleaning the cold storages of old-crop fruit. Jonathans and Winter Bananas in early districts are developing rapidly.

"Estimates of cherry production in the Pacific Northwest place the Washington crop at 390 cars, compared with 270 actually shipped last year; the Oregon crop at 230 to 325 cars, compared with 128 last year, and the Idaho crop at 225 cars, compared with 190 last year. The minimum estimated total is 845 cars for the Pacific Northwest, as against 590 cars shipped last season.

"Cherry movement from the Wenatchee district, upper Yakima Valley points, and the Dalles, Oregon, is about at its peak. The fruit thus far has been remarkably free from rain damage. Prices have been discouragingly low, however, as eastern auction returns have netted f.o.b. prices of only 3¢-4¢ per pound or less. Quotations of $1.15-$1.25 on Yakima Valley Bings or Lamberts in 15-pound faced boxes have not interested the eastern trade, and considerable quantities have rolled unsold, or have been unpicked in some districts.

"Pacific Northwest markets are abundantly supplied with eastern Washington apricots as well as sweet cherries, but, in spite of the generally good quality and low prices, demand for apricots is slow. Red raspberry movement from Puyallup and vicinity and other northwestern districts is now active, with daily shipments from Puyallup ranging between six and 10 cars. Refrigerated express receipts of Oregon-Washington raspberries in New York sold at 9¢-10¢ per pint cup on Thursday, and the Chicago market ruled $2.25-$2.50 per crate, with poorer stock at $1.75-$2.

"Vegetable movement from the Puget Sound district is moderate. Monroe and vicinity, in Snohomish County, is the center of lettuce cutting; various districts are picking green peas; while cauliflower, cabbage and celery are being loaded mostly in mixed cars. The f.o.b. lettuce market has been weak since July 1 and cash-track prices have declined to around $1.50 per crate."

2b. A GOOD CROP OF POTATOES IN ST. LOUIS DISTRICT

M. M. Thomas, of the St. Louis office, sent the following report in a letter of July 7:-

"The local potato crop is being harvested now, and growers are receiving very good prices. Truck receipts were the equivalent of 25 cars this morning, and most loads sold at 90¢ bulk per cwt., a few loads selling from 80¢ to 85¢. Most of these potatoes are being sacked locally and then loaded in cars and shipped to various northern and eastern markets. Several dealers have made estimates of the yield within a radius of 125 miles of St. Louis, and these estimates range from 700 to 1,000 carloads. Growers are getting

yields of around 200 bushels to the acre, which is considerably better than in previous years."

3b. AN APPLE EXCHANGE IN ST. LOUIS

According to information from the St. Louis office, an Apple Exchange has been organized in that market, to handle the truck receipts of apples coming from Calhoun County, Illinois, which is about 75 miles north of St. Louis along the Mississippi River. The plan is to concentrate all these truck receipts at the Exchange and to sell the apples at specified times each day except Saturday. The hours of sale have been set tentatively at 10 a.m. and 2 p.m. Several years ago, when this fruit was transported from Calhoun County by boat, practically all of the selling took place on the levee at St. Louis. The present plan of concentrating the truck receipts at a central selling place is simply the application of the same principle as was formerly used with the boat receipts.

4b. LIGHTER MOVEMENT OF ARIZONA CANTALOUPES THAN LAST YEAR

The following information came in a letter of July 9 from B. E. Surry, at Phoenix:-

"The past week probably would have witnessed the heaviest Arizona cantaloupe movement of the season, had not comparatively cool nights slowed down the ripening process. Shippers also prorated throughout the week, and this factor cut down the loadings considerably. A cut in allowances to growers from 35¢-40¢ per crate to a level of 30¢ also tended to affect the output. Daily meetings last week resulted in shippers prorating the entire movement out of Salt River Valley. A maximum of 100 cars per day was placed on the movement for the last three days of this week.

"The Yuma section is practically finished, with 638 cars moved to date, compared with a total last season of 321 cars. A new section of 40 acres, mostly experimental, was planted about midway between Yuma and Phoenix. Only six cars have been loaded from that point, and the season is about over. The Salt River Valley is expected to load 800-1,000 cars the balance of the season, or around 2,400-2,600 for the year. The final figure last year was 4,161 cars. The total Arizona crop probably will be between 3,100 and 3,400 cars, a reduction of 800-1,000 cars from the 1931 total.

"Most cars loaded are averaging heavy to jumbo sizes, with standards greatly in the minority. Perfectos and Hale's Best are being loaded in about equal quantities. Only a few flats have been shipped. Quality is fairly good in most instances, with the exception of appearance.

"With lighter movement in prospect, demand improved steadily this past week. F.o.b. sales increased and straight cars of standards and jumbos, Hale's Best and Perfectos, advanced from 75¢-85¢ to a range of 85¢-$1, with most cars of straight Perfectos at $1 yesterday and today."

5b. HOT WEATHER IN COLORADO

In a letter of July 9, Bryce Morris advised that Colorado recently has had very hot weather, with 94 degrees reported in Denver. Local lettuce has been damaged and mountain lettuce also may suffer, if the heat continues. The first car moved from San Luis Valley late last week. Cobbler potatoes are moving freely from the Western Slope and first truck receipts have been reported in Denver from the northern Colorado potato district. Quality has been good.

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
POCOMOKE CITY, MD.* Peninsula Bldg.	878	V. H. Nicholson	Strawberries#	May 23	June 11#
			Potatoes	June 13	July 30
			Cucumbers	July 5	July 23
MACON, GA.* 715 Ga. Casualty Bldg.	833	R. E. Keller	Peaches	June 20	July 30
PHOENIX, ARIZ.* 602 Security Bldg.	815	B. E. Surry	Cantaloupes	June 29	July 20
CANDOR, N. C.*	935	H. F. Willson	Peaches	July 18	July 30
MACON, GA.* 715 Ga. Casualty Bldg.	875	R. M. Peterson	Watermelons	July 18	Aug. 13
The following station probably will open on date indicated:					
FRESNO, CALIF.*	919	A. E. Prugh	Grapes	Aug. 1	Nov. 5
The following stations closed on dates indicated:					
MOULTRIE, GA.* Chamber of Commerce	832	R. M. Peterson	Watermelons	June 27	July 15
HUMBOLDT, TENN.*	806	W. D. Hull	Tomatoes	June 28	July 12

* State cooperating # Reports discontinued

R. G. Risser) in the field, W. F. Cox in San Francisco
A. M. McDowell) traveling on J. B. Owens in Washington office
R. L. Sutton) licensing work. A. E. Prugh in Los Angeles
W. D. Googe in Fort Worth H. E. Rutland at Shin Pond, Maine.
W. D. Hull returned to Chicago office.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

6b. GEORGIA ELBERTA PEACHES DUE TO MOVE WITHIN A FEW DAYS

R. E. Keller wrote in part as follows from Macon in a letter of July 12:-

"First Elberta peaches from Georgia are expected about the middle of next week, However, such shipments will be early maturing stock and split seeds. The movement of this variety will not become general until about July 25 and Elbertas should all be cleaned up by the end of the month. The entire crop in central and north Georgia will come on at once and be moved during that week. The few Elbertas remaining in south Georgia also will mature about the same time, as the late bloom experienced in that section puts them on schedule with the rest of the State. Advance trading in Elbertas is very quiet, with few preseason contracts now being reported."

B. C. BOREE,
Specialist in Market News.

INSPECTION SERVICE

1c. NEARLY 3,700 CARLOADS INSPECTED IN MISSISSIPPI THE PAST YEAR

F. S. Kinsey, Federal Supervising Inspector for Mississippi, submitted the following report in a letter of July 8 from New Orleans:-

"Enclosed is a tabulation of the inspections made in Mississippi during the fiscal year ending June 30, 1932. This shows only 17 fewer inspections than during the preceding year, when the total was 3,708 cars.

"Short crops of cabbage and peas greatly reduced the number of inspections of those products during the year just closed, but more tomatoes were inspected, there being an increase in this crop. Practically the only cars of tomatoes which were not inspected in the State were those consisting of a combination pack of No. 2's and culls. The detailed report for the past fiscal year is as follows:-

	-1931-			-1932-					
Products	July	Aug.	Sept.	Feb.	Mar.	Apr.	May	June	Total
Beans	-	-	-	-	-	-	31	7	38
Cabbage	-	-	-	-	-	20	538	54	612
Carrots	-	-	-	-	-	-	1	-	1
Peaches	15	7	-	-	-	-	-	-	22
Peas	-	-	-	-	-	19	28	-	47
Potatoes	-	-	-	-	-	-	1	37	38
Radishes	-	-	-	3	-	-	-	-	3
Strawberries	-	-	-	-	-	24	43	-	67
Sweet Potatoes	1	48	3	-	5	-	-	-	57
Tomatoes	38	-	-	-	-	-	353	2,214	2,605
Turnips	-	-	-	2	3	-	-	-	5
Mixed Vegs.	-	-	-	-	-	27	156	10	193
Mixed F.&V.	-	-	-	-	-	-	3	-	3
Total	54	55	3	5	8	90	1,154	2,322	3,691

2c. GRAPE AND CANTALOUPE INSPECTIONS IN ARIZONA

E. L. Ruch, who is supervising shipping-point inspections in Arizona, included the following information in a letter of July 9 from Phoenix:-

"It may interest you to know that I have inspected two cars of grapes from different growers on adjoining vineyards. The first car graded No. 1, sugar test minimum 17.2%, average 20%. On the second car, sugar-test minimum was 16%, average 18.5%. With the exception of low sugar, part of this car would not have made grade account of straggly bunches and excessively small bunches.

"The quality of cantaloupes here has begun to decline and, within a few days, I do not look for many to make No. 1 grade. At no time during the season has the market been good. Most f.o.b. sales have been at 75¢-85¢, and from the reports that I have heard most cars have been arriving in poor condition,- the shippers receiving wires as to "stock arriving soft and over-ripe." This does not mean the melons were choice or ripe at the time of loading, but probably they did not have the necessary sugar for development and became soft and spongy in transit.

"A new melon has been developed in Yuma, which experiments have shown will carry when picked and packed ripe. This seed has been developed by a particular firm over a period of three years. A member of this firm, while walking through one of his cantaloupe fields, discovered a sturdy and peculiar-looking vine. He has developed this melon from that one vine. He has a special label for it, and has done considerable advertising. It is called the 'Nugget.'

"There are only about 100 acres of Honey Dews and Honey Balls in this district; so the deal should be finished by August 1 or possibly a few days earlier."

3c. TENNESSEE TOMATO INSPECTIONS NEARLY FINISHED

T. W. Ayres wrote as follows in a letter of July 10 from Humboldt:-

"It looks very much as though the tomato inspection work here will wind up on the 16th or 20th of this month, depending largely on market conditions. It is my understanding that there will not be over 40 or 50 cars of peaches in eastern Tennessee and I believe Mr. McCord is expecting one of the best inspectors to handle that deal.

"We have inspected slightly more than 1,300 cars of tomatoes. About two-thirds of the cars were certified as U.S. No. 1 and most of the remainder have been 80% to 85% U.S. No. 1 quality.

"The deal has been very irregular and uncertain, because of poor prices and bad weather, but it appears now that we shall handle more cars than a year ago. There are probably 800 or more carloads of tomatoes in the district that could be shipped during the next 10 days, if the price justified.

"The farmers are very much discouraged over receipts from tomatoes, which have not been sufficient to cover growing costs. Very heavy culling has been necessary to put out a high grade and, since the farmers are mostly paid on the basis of weight after stock is culled, there is more or less dissatisfaction among growers with the inspection service for scoring defective stock which they regard as satisfactory for shipment. However, if this defective stock had been shipped, the probabilities are that the market price would be much lower than it has been."

4c. UNPAID BILLS

Your attention is called to Par. 165, Part I, Inspectors' Handbook, in which instructions are given that all correspondence and wires pertaining to unpaid bills should be attached to fee bills when they are forwarded to the Washington office for collection. Several unpaid bills have been received in this office recently, in which the shipper was shown as the applicant and no wires or letters were attached, showing authority for charging the fee to the shipper.

5c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be added to List of Past-Due Accounts:

McKercher and Ross,	Wenatchee, Wash.	$4.00
R. Bjerk,	Wenonah, N. J.	20.00

The following should be taken from List of Past-Due Accounts:

Baker Produce Corporation,	Norfolk, Va.	$1.00

INSPECTIONS FOR THE NAVY AND MARINE CORPS DURING JUNE, 1932

ALL FIGURES IN THESE COLUMNS REPRESENT POUNDS

Symbols: N- NAVY M- MARINE CORPS

STATIONS	Fruits and Vegetables PASSED N	M	Fruits and Vegetables REJECTED N	M	TOTAL QUANTITY INSPECTED N	M	"Cuts" Made to Comply with Specifications N	M	Items Billed Short-weight N	M
Great Lakes	139178	0	1240	0	140418	0	0	0	0	0
New York	158767	62352	6932	466	165599	62818	720	0	0	0
NORFOLK	166564	0	0	0	166564	0	0	0	0	0
Philadelphia	335163	22778	2606	140	337769	22918	1034	91	0	0
San Diego	1014120	46366	11749	1266	1025869	47632	6909	1224	0	0
San Francisco	542404	24000	24600	0	567004	24000	0	0	0	0
San Pedro	1043125	0	9818	0	1052943	0	1046	0	0	0
Vallejo	206330	24217	5150	1216	211480	25433	30	0	0	0
Washington	17894	0	2233	0	20127	0	0	0	0	0
TOTAL	3623545	179713	64328	3088	3687873	182801	9739	1315	0	0

INSPECTIONS MADE FOR THE U. S. SHIPPING BOARD

New York	4290	0	4290	0	0
Norfolk	6309	240	6549	6	0
TOTAL	10599	240	10839	6	0

INSPECTIONS MADE FOR THE U. S. VETERANS' HOSPITAL

Chicago	111120	46000	157120	0	0
Great Lakes	74155	4985	79140	0	0
Kansas City	14187	210	14397	0	0
Milwaukee	97240	11954	109194	0	0
Newark	14806	0	14806	0	0
New York	208556	28028	236584	0	0
Philadelphia	28520	4495	33015	0	0
St. Louis	30158	1800	31958	0	0
TOTAL	578742	97472	676214	0	0

The New York office also inspected the following:	Fruits	Vegetables	Rejections
Dollar S. S. Line	24606	126260	1235
Munson S. S. Line	8179	9232	140
French Line	56997	35038	3000
American France Line	3345	17829	0
Columbia S. S. Line	1882	7342	40
American Diamond Line	3073	12733	338
Total	98082	208440	4743

The Great Lakes office also inspected and passed 9,150 dozen eggs, 4,322 lbs. butter and 1,098 lbs. cheese for the Navy. The San Pedro office inspected 42,835 lbs. bread, 14,040 lbs. butter, 2,615 lbs. cheese for the Navy. The Vallejo office inspected 33,086 lbs. bread for the Navy. The New York office also inspected for the U.S. Dept. of Justice(Federal Jail) 12,440 lbs. vegetables 210 lbs. fruits, and rejected 200 lbs., making a total of 12,850 lbs.

RECEIVING-POINT INSPECTIONS DURING JUNE, 1932

Markets	Total Inspections	Inspections Same Month 1931	Inspections for Carriers	Declined for Lack of Time	Total Fees
Atlanta	76	55	0	0	$ 357.50
Baltimore	43	65	16	0	154.44
Birmingham	-	15	-	-	-
Boston	323	497	228	7	1,312.98
Buffalo	38	32	7	0	132.00
Chicago	137	205	12	0	613.87
Cincinnati	24	66	0	0	93.42
Cleveland	32	63	15	0	144.25
Columbus	22	41	0	0	105.23
Dallas	4	8	0	0	34.85
Denver	31	48	8	0	118.00
Des Moines	10	24	0	0	40.00
Detroit	97	81	0	0	406.60
Fort Worth	5	6	0	0	18.50
Harrisburg	8	23	2	0	40.60
Houston	155	-	0	0	640.16
Indianapolis	17	29	0	0	72.50
Jacksonville	15	53	0	0	58.50
Kansas City	102	98	14	18	460.24
Los Angeles	1	7	0	0	4.00
Louisville	30	14	0	0	119.75
Memphis	26	30	19	0	109.50
Milwaukee	106	175	32	0	402.92
Minneapolis	29	39	4	0	122.50
Newark	75	67	4	0	297.50
New Haven	63	96	11	1	345.05
New Orleans	135	134	24	0	243.50
New York	884	898	576	8	2,790.23
Norfolk	6	14	1	0	25.00
Omaha	37	51	23	0	127.06
Philadelphia	126	139	20	0	587.17
Pittsburgh	128	126	43	0	480.35
Portland	3	10	0	0	9.50
Providence	26	26	2	1	109.43
Rochester	16	18	0	0	95.46
St. Louis	80	117	16	0	307.80
Salt Lake City	1	2	0	0	4.00
San Francisco	3	7	2	0	9.00
San Juan	3	-	0	0	12.00
Scranton	16	-	4	0	64.88
Seattle	5	5	0	0	23.00
Springfield	48	43	12	0	234.56
Toledo	6	8	0	0	19.50
*Tulsa	5	14	0	0	34.60
Washington	22	44	4	0	119.00
Wilkes-Barre	14	33	3	0	57.00
TOTAL	3,033	3,526	1,102	35	$11,557.90

* Compiled from certificates in files.

6c. SPECIAL INSPECTIONS IN CLEVELAND AND BOSTON DURING JUNE

The following inspections were made during June under agreement with the Northern Ohio Food Terminal at Cleveland:-

Total.....	2,165
Nickel Plate...	1,769
B. and O.....	35
Erie.....	22
Pennsylvania...	229
Kroger's.....	57

The following inspections were made during June for various city institutions in Boston under a special agreement:-

Passed.....	286,279¼ lbs.
Rejected....	13,877 lbs.
Total....	300,156¼ lbs.

7c. NUMBER FOR NEW OFFICE AT HARTFORD

In Par. 131, Part I, Inspectors' Handbook, please add a notation to the effect that the number for the new inspection office at Hartford, Conn., is 54.

8c. KANSAS COMBINATION GRADE OF POTATOES

With this D.L., each inspection office in city markets east of (but including) Denver, Colo., will receive one copy of the mineographed circular, "Kansas Combination Grade of Potatoes," issued at Topeka on July 5, 1932.

9c. SHORT GRADE FORMS FOR PEARS AND LETTUCE

Within the next week, all inspectors will receive under separate cover copies of the short grade forms for Pears and for Lettuce.

10c. INSPECTOR STATIONED AT MONTREAL, CANADA

R. C. Elliott has gone from New York City to Montreal, Canada, to handle the export certification work in connection with shipments of apples and pears to European countries through the port of Montreal, from now until November 15. He will issue the British Special Certificates and has also been deputized by the Bureau of Plant Quarantine to issue the French sanitary certificate in exchange for the memorandum certificate on apples and pears showing freedom from San Jose scale, as mentioned in Item 1c, D.L. for July 1. Mr. Elliott can be addressed in care of the Canadian Conference Steamship Lines, 315 St. Sacrement Street, Montreal, Quebec, Canada.

R. C. BUTNER,
Specialist in Inspection.

"MOVEMENT OF GEORGIA PEACHES is still very light. Shipments to July 12 totaled only 640 cars, as compared with 2,590 a year ago. The peak day of Hileys occurred Saturday, when shipments reached 67 cars, with the movement expected to decrease for the remainder of this week. Some Georgia Belles and Carmans will be shipped the latter part of this week, but the volume of these varieties will be very light. In fact, if the Elbertas turn out as short when harvested as have the Uneedas, Early Rose and Hileys, the entire Georgia peach crop will amount to only about 2,000 cars, which is a reduction in estimates of 1,000 cars in the past 10 days." - R. E. Keller, Macon, Ga., July 12.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
PUERTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1357, San Juan, P. R.	Citrus Pineapples	(year around)	
TEXAS:	H. T. Longino, c/o State Dept. of Agr., Austin, Texas.	Fruits & vegetables	June 6	July 23
ARIZONA:	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Cantaloupes	June 10	July 30
TENNESSEE:	T. W. Ayres, Hotel Humboldt, P. O. Box 43, Humboldt, Tenn.	Tomatoes & other vegs.	June 1	July 21
VIRGINIA:	Robert Bier, Parksley, Va.	Potatoes	June 6	July 20
GEORGIA:	O. G. Strauss, 620 Ga. Casualty Bldg., P. O. Box 859, Macon, Ga.	Peaches Watermelons	June 13 June 20	July 30 July 30
DELAWARE:	F. S. Zimmerman, c/o State Board of Agr., Dover, Del.	Apples	July 1	Sept. 1
KANSAS:	V. V. Westgate, c/o State Board of Agr., Topeka, Kans.	Potatoes	July 5	Aug. 15

REPORTS on the following products can be obtained from the offices indicated:

Norfolk, Va. potatoes ..... H. H. Henderson, Norfolk office.
Missouri potatoes..... F. M. Lyle, Kansas City office.
Oklahoma potatoes..... R. D. Thompson, Baltimore Hotel, Muskogee, Okla.

MARKET-NEWS MEN AND INSPECTORS

will please bear in mind that all letters or other data for the Division Letter should be timed to reach Washington not later than Thursday morning, to be published in the current week.

- Editor.

REGULATORY ACTIVITIES

1e. ROANOKE BUYER ORDERED TO MAKE REPARATION ON CAR OF TOMATOES

S.S. Bisese, of Roanoke, Va., has been ordered by the Secretary of Agriculture to pay to C. S. Carney, of Ripley, Tenn., the sum of $107.10 as the result of a hearing held under the Perishable Agricultural Commodities Act.

Complaint was filed by Carney against S. S. Bisese, buyer, and W. L. Andrews Co., Inc. who acted as broker in the transaction. The contract called for one car of U.S. No. 1 tomatoes, containing not more than 10% 72's, balance "nice large stock," and confirmation of sale covering the transaction was issued. The car was inspected at shipping point and was found to grade U.S. No. 1, with sizes ranging from 48 to 72. It arrived at Roanoke on June 20, 1930, and was unloaded between that time and June 23. The draft was not paid, Bisese claiming that it had been returned by the bank at Roanoke. The record, however, shows that it was in the possession of the Roanoke bank at the time of arrival of the car and remained there until June 28.

On June 25 Bisese requested Andrews to attempt to secure an allowance of 10¢ per crate. Andrews sent Carney a telegram, stating that the tomatoes were very ripe and small and that Bisese would accept them, if allowed 10¢ per crate, and that the bank had returned the draft before the car arrived. Although sent six days after arrival of the car, the wording was such as to make Carney think that the car had just arrived. He thereupon advised Andrews to get the best possible settlement from Bisese and send the freight bill. Andrews granted an allowance of 10¢ per crate and Bisese forwarded a check for $107.10 less than the contract price. It was three or four weeks later that Carney received the freight bill and learned that the car had been unloaded at least three days before the broker sent his wire.

While it has been held that the granting of an allowance abrogates the original contract and constitutes the entering into of a new contract, this rule does not apply when there is fraud, mistake of fact, or duress. The Secretary held that the telegram referred to above was so worded as to deceive the complainant; that the allowance granted was obtained through misrepresentation of facts such as to constitute fraud, and that the allowance should be awarded the complainant as reparation. The Secretary thereupon found S. S. Bisese guilty of failure truly and correctly to account for the car and W. L. Andrews Co., Inc. guilty of making false and misleading statements concerning the car in violation of Section 2 of the Act, and ordered that Bisese pay Carney $107.10 and that the facts regarding the violation of the law by Bisese and Andrews be published by the Bureau of Agricultural Economics.

2e. AGRICULTURAL EXCHANGE ORDERED TO FULFILL CONTRACT WITH HARTFORD DEALER

The Agricultural Exchange, Pittsburgh, Pa., has been ordered by the Secretary of Agriculture to pay to the Hartford Tomato Co., Inc., Hartford, Conn., the sum of $172.64 with interest at 6% from July 28, 1931, as the result of a hearing held under the Perishable Agricultural Commodities Act.

The Hartford Tomato Company accepted a carload of Honey Ball melons, consigned to it by the Agricultural Exchange under an agreement that the latter would guarantee all charges. Upon arrival of the car, the Agricultural

Exchange was advised that the melons could not be sold for enough to cover the charges. The Exchange thereupon advised the Hartford Tomato Company to sell the melons and it would guarantee all charges. But upon presentation of a detailed account of sales, the Agricultural Exchange refused to pay the difference between the charges and the price for which the melons were sold, resulting in damages to the complainant in the sum of $172.64. The Agricultural Exchange did not deny the terms of the contract, but claimed that it was necessary to file claim against the railroad and, for this reason, the Exchange felt entitled to a detailed account sales, showing just what crates were damaged and what they sold for. The Secretary held that the account sales rendered by the Hartford Tomato Company was sufficiently detailed and that the company had conformed to its contract.

3e. UNJUSTIFIED REJECTION OF CAR OF MELONS BY A MASSACHUSETTS DEALER

Nick LaFauci, of Dorchester, Mass., has been ordered by the Secretary of Agriculture to pay to Samuel J. Shallow Company, Boston, Mass., the sum of $275 with interest at 6% from June 17, 1931, as the result of a hearing held under the Perishable Agricultural Commodities Act.

LaFauci rejected a car of Tom Watson watermelons which Shallow sold to him for Kramer & Darcus, of Leesburg, Fla. The memorandum of sale was issued by Shallow, showing the terms on which sale was made. Shallow filed the complaint because the car was billed flat to him, so that delivery could be made to LaFauci and collection made. The Secretary of Agriculture held in the P.A.C. case of Agricultural Exchange vs. B. & D. Fruit Co. that, under the laws of the State of Massachusetts, an agent is a proper complainant.

The car was rejected by LaFauci on the ground that the melons were to average 28 pounds in weight, whereas they averaged only about 26 pounds. However, the sale was made on an f.o.b. basis, so that LaFauci was liable for normal deterioration in transit. The claimed shrinkage in weight of approximately two pounds does not appear to be abnormal, when it is considered that experiments conducted by the Bureau of Plant Industry show that shrinkage in weight of Tom Watson watermelons, while in transit from four to seven days, ran in some instances as high as 6%. The rejection, therefore, was without reasonable cause, and the Secretary decided that complainant is entitled to the difference between the original price and the resale price, or $275 plus interest thereon.

F. G. ROBB,
In Charge, Regulatory Branch.

OFFICE NOTES:

Investigations of complaints under the P.A.C. Act will be made during the next two weeks by T. C. Curry and W. G. Lensen, of the Regulatory Branch. Mr. Curry expects to visit various points in North and South Carolina, Georgia, Alabama and Tennessee. Mr. Lensen will go to New York City, Boston, New Bedford, Mass., Providence, Philadelphia and Newark.

J.W. Dykes, of the Regulatory Branch, went to Winchester, Va., on Thursday, to make an investigation of a case under the Produce Agency Act.

Loyde M. Billman, of the Canned Fruit and Vegetable Grading Project, is in Baltimore today, grading a quantity of canned goods for the Veterans' Administration.

OFFICE NOTES- CONTINUED:-

J. C. Bigger, in charge of the field office at Easton, Md., will go to Baltimore on either Saturday or Monday, for the purpose of discussing the grading service on canned fruits and vegetables with purchasing officials of the State of Maryland, whose offices are in Baltimore.

R. M. Peterson is moving his field headquarters from Moultrie to Macon, Ga., and will continue to issue the watermelon market reports from the latter office until the end of the Georgia season.

H. E. Willson, who has been traveling for the licensing section of the Regulatory Branch, will open the market-news office on peaches at Candor, N.C., next Monday, July 18.

R. L. Sutton, who spent the past 10 days in Washington, has now proceeded to various points in eastern and northern New York, where he will check dealers and others who should be licensed under the P.A.C. Act.

J. A. Marks has been on a brief period of leave without pay at Springdale, Ark., but will report for further duty next week at his headquarters in the Pittsburgh office of the Inspection Service.

M. A. Russell, of the Chicago inspection staff, is spending a few days in the Sturgeon Bay district of Wisconsin, arranging for the shipping-point inspection work on cherries.

A. H. Polster, of the Dallas office, will spend the next two months in Denver, substituting for M. D. Sanborn, while the latter is engaged on shipping -point inspection work in Colorado. Any inspections at Dallas will be handled by M. C. Gregory, of the Fort Worth office.

R. B. Landrum has completed his personal supervision of shipping-point inspections in the vicinity of Muskogee, Okla., and recently returned to his headquarters at Tulsa for a few days. He is now traveling to Van Buren and other points in Arkansas, lining up the future work on grapes and melons. A few canners are also asking for inspection of products intended for canning.

It is understood that H. T. Longino, from now on, will make his headquarters in care of State Department of Agriculture, at Austin, Texas, while he continues his supervision of shipping-point inspections on Texas products.

W. F. Plummer, of the Boston inspection office, is attending today at Orono, Maine, a conference of extension service and marketing officials, who have requested him to discuss the condition of Maine potatoes on arrival at Boston, with a view to possible improvements in grading, etc.

W. D. Hall closed the market-news field station at Humboldt, Tenn., on Tuesday and has returned to his headquarters in the Chicago office.

A. E. Prugh probably has now gone to the Los Angeles office, where he will be located until he opens the market-news field station at Fresno, Calif.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 29 July 22, 1932

FRUIT AND VEGETABLE DIVISION LETTER
(Issued every Friday)

CONFIDENTIAL
Not for publication.

1a. NEW WORK UNDERTAKEN BY PAUL WILLIAMS' PROJECT

Effective July 1, the Canned Fruit and Vegetable Standardization Project assumed the additional responsibility of grading the bid and delivery samples of jams, jellies, preserves, catsups and syrups for the Veterans' Administration, General Supply Committee, Department of Justice and other Government departments. Deliveries of dried fruits to these institutions also will be graded.

An interesting feature of the new work is that in some instances micro-analytical work is involved, and this will be conducted by the Chicago and Washington offices of the Canned Fruit and Vegetable Standardization Project. These offices will make mold, bacteria, yeast and spore counts in commodities in which microanalytical work is necessary to determine grade.

2a. IT IS YOUR DUTY

Every member of the technical staff in the field should consider it a part of his duty to keep the Washington office fully informed whenever there is any change in his residence address or phone number, or any change in his office address, phone number or P. O. Box. These changes can be addressed to the project leader but they should also be marked for attention of the D.L. editor, so that all corrections may be published in the Division Letter.

3a. INSPECTION WORK IN INDIANA AND MICHIGAN

The following letter of July 20 arrived after other pages of this D.L. had been completed; so this communication is placed on the front page, though it really belongs under the Inspection Service. J. E. Dickerson wrote it:-

"We shall inspect the first car of 1932-crop Indiana onions on July 25. First shipments will consist of 'set' onions, but the main crop of white onions probably will start to move as early as August 10, with a few cars of yellows following shortly thereafter. The central office will be at Warsaw, Indiana, and receiving-point inspectors should wire that office for reports.

"Michigan onions will start to move about August 15, and we shall have at least seven inspectors in that State this season. A central office will be opened at Plainwell, Mich., from which reports on cars can be obtained.

"The onion crop in general is looking fine, and we anticipate that production will be above the five-year average. However, recent heavy rains, followed by hot weather, may reduce the crop as much as 10%. Thrip injury also is reported to be serious in many fields. In spite of this fact, it appears that Indiana onions, at least, will be larger in size than usual and much larger than they were last year. The training class of cannery tomato inspectors will be held from August 2 to 5 at Trafalgar, Ind. We expect to train about 60 men, in addition to those that are sent from other States."

MARKET NEWS SERVICE

1b. ABUNDANT CROPS OF MELONS IN NORTHERN TEXAS

W. D. Googe sent the following report from the Fort Worth office in a letter of July 16:-

"The north Texas watermelon movement has been delayed as a result of rainy weather the last of June and the first week of July. Present weather conditions are very favorable for growth and maturity, and reports indicate that the Weatherford district will begin shipping about July 20. The yield probably will be good, and quality is expected to be the best for several years. Under the existing market conditions, how they will dispose of the crop is the problem giving growers and shippers most trouble. The Texas shipments of the current week have been from widely-scattered areas in the central and south central portions of the State.

"There is an abundant supply of cantaloupes in this territory, most of which are being handled by truckers to Fort Worth and Dallas and other nearby cities. The term 'nearby' in these days of long distance trucking may include points within a radius of 500 miles. Quality of the north Texas cantaloupes is reported to be exceptionally good, but prices for truckloads delivered in the city markets range only 8¢-15¢ per bushel basket."

2b. NOTES ON UTAH CHERRIES, APRICOTS, PEAS AND POTATOES

The following items were taken from a letter of July 13 from L. S. Fenn, of the Salt Lake City office:-

"The cherry movement from Utah is approximately half finished, cool weather having retarded the crop. This, however, appears to be a fortunate circumstance, as markets are strengthening and the last cars probably will raise the average price received by growers. Quality is generally above the average from this section, although one small district was slightly hailed. Shipments should reach about 50 cars, consisting mostly of Bings, Lamberts and Windsors. Several carload equivalents have moved to California by truck. Last year, only 13 carloads moved by rail.

"Apricots will be ready next week, and 25 or 30 cars will be available for shipment, providing satisfactory markets are found. The canning factories will take only a limited quantity of apricots, which will greatly increase the tonnage to market fresh. The Jones or Chinese variety is chiefly grown in this section. This is a large variety, if properly cared for and thinned. The size is generally larger this year than for several previous seasons.

"Early shipments of green peas amounted to about 30 cars, more than double the number usually loaded. Most cars were graded this season and carried certificates of inspection, the first year shippers have asked for certification on this product. Late peas in the higher valley will be ready around the 20th of July. There are about 600 acres under contract for fresh shipment.

"Midseason potatoes show some increase in acreage over last year but yields are reported below average. The crop is late this season, and the Cobblers and Bliss Triumphs probably will not be mature enough to ship before July 20 or 25.

"Approximately 100 names have been added to the mailing list to receive the daily Fruits and Vegetables Market News Report since the first of June. A large number of names has been added on account of the discontinuance of the Washington reports. The most common inquiry is for potato and onion information."

3b. INTERESTING NEWS REGARDING NORTHWESTERN CROPS

The following items are from a review published by the Seattle office on July 14:-

"To Washington go the honors for the greatest recent diversity in fruit and vegetable shipments of any of the northwestern States. Last week's forwardings included apples, apricots, cherries and mixed fruit from the Wenatchee and Yakima valleys; cauliflower, Iceberg lettuce, green peas, mixed vegetables and raspberries from western Washington, and sweet Spanish-type onions, Cobbler potatoes and rutabagas from an early irrigated area centering around Pasco and Kennewick. Walla Walla, and the Milton-Freewater district in Oregon, will be an important source of field tomatoes, with the first carlot out of that district on July 12. Tomato movement usually lasts through August 10.

"Harvesting of apricots in the Wenatchee district has passed its peak, picking having gotten under way in that district about July 1. Demand for the fruit has been poor, and $20 per ton to the growers, which represent the prevailing price in the Yakima Valley, is the lowest ever known. In the northwest city markets, jobbers are quoting 35¢-40¢ per 16-pound crate of Moorparks, and quality is unusually fine.

"The market for northwestern cherries is equally disappointing, although a slight flurry occurred for Wenatchee shippers about the time the crop of Bings and Lamberts was cleaned up. Washington Bings and Lamberts on the New York City auction July 13 averaged $1.57 and $1.65 respectively.

"Western Washington green pea shippers perhaps have fared better than the early fruit shippers of eastern Washington. The f.o.b. cash-track market for 30-pound hampers of Telephones reached a top of $1.75 early in the current week. However, at those prices cash buyers were cautious about purchasing, and quotations have declined to about $1.35 per hamper. Growers are receiving 3½¢-4¢ per pound on pack-out weights. Shipments for the season to mid-July totaled 260 cars.

"Cauliflower is rather scarce; limited quantities are available mostly for mixed cars, which are also including some local celery. The demand for lettuce continues slow, in face of poor to ordinary quality now available."

4b. REVISED MARKET STATION ADDRESS LIST

With this D. L., all offices will receive copies of the Market Station Address List, revised to July 15, 1932. If additional copies are needed, they can be obtained on request. Please destroy all copies of the last list, dated August 10, 1931.

All market stations should examine this revised list very carefully and report to Washington at once any errors or omissions. Be sure that the data under your city are correct. Changes should be marked for "Attention of D.L. editor."

5b. EASTERN SHORE POTATO MOVEMENT PASSED ITS PEAK

According to information in a letter of July 11 from V. H. Nicholson, at Pocomoke City, Md., -Thursday, July 7, probably will stand as the day of heaviest movement of potatoes from the Eastern Shore. About 527 cars were billed that day, compared with a peak of 911 cars on July 8 last year. The biggest week this season was the week of July 3-9, when the Eastern Shore of Virginia forwarded 2,445 cars and Maryland about 135 cars. Digging is about finished in Northampton County and is progressing rapidly in Accomac County, Virginia. Possibly three-fourths of the Eastern Shore of Virginia crop has been shipped to date. Competition of Kansas and Missouri stock is quite keen in territory west of Cleveland, so that few Eastern Shore potatoes are going into that territory. F.o.b. prices recently have been declining. Mr. Nicholson added the following comments:-

"Shipments of both cucumbers and potatoes by motor truck appear to be heavier than last year. Practically all of the cucumbers intended for markets in eastern Pennsylvania, New Jersey and the New York City district are being moved by truck. Tonnage of potatoes moving in this manner probably is heavy, although it is a relatively small percentage of the total crop. It is estimated locally that probably 10% of the Eastern Shore potatoes are going to market by motor truck."

Under date of July 18, the following additional report came from the Pocomoke City office:-

"The Eastern Shore potato season is drawing toward the close. Future shipments from Virginia are expected to be very light, and this week probably will see the peak of Maryland shipments. It is rather difficult to estimate the number of cars remaining in Virginia, but as many as 1,200 to 1,500 cars may yet be shipped. Maryland movement may run around 800 to 900 cars more.

"While the market has been quite dull during the past week, there appears to be some tendency toward a reaction at this time. Shipments from this section must necessarily be rather light during the remainder of the season and, while New Jersey stock is already beginning to appear in the markets, it is thought that the carlot movement from that State will be somewhat limited until around August 1.

"The cucumber season around Salisbury is about ended. Probably there will be a fair movement from that section today and Wednesday, with a comparatively light movement for the next few days. Quality has been generally good this year, and prices have been much better than last season. Yields have been lighter than last year, but it is believed that growers made a profit on the crop. Probably as much as 60% of the crop has been moved by motor truck."

6b. IF YOU STILL WISH TRUCK-CROP REPORTS, TELL CROP ESTIMATES DIVISION

As an economy measure, the Truck Crop Section of the Division of Crop and Livestock Estimates is reducing as much as possible its mailing list for the estimates of commercial truck crops. It is not intended that offices of the Market News Service shall be eliminated from these mailing lists, but the circularizations which have been sent out should be returned promptly by all offices that desire to continue receiving the reports.

This applies only to the permanent market stations of the News Service, as reports for the temporary field offices are not handled on the regular mailing lists.

7b. A REVIEW OF IMPERIAL VALLEY CANTALOUPE SEASON

On July 15, A. E. Prugh at Brawley published an interesting seven-paged review of the 1932 Imperial Valley Cantaloupe Season. It contains many valuable data. The first two paragraphs are quoted below:-

"After this cantaloupe deal in Imperial Valley, few people familiar with conditions here will claim that the day of miracles is past, or that the supposedly impossible cannot happen. They witnessed shippers, handling over 95% of the Valley acreage, working together through a clearing house to hold movement down to around 250 cars a day in the heaviest period. They also saw shippers stop picking altogether on Friday, June 10, Sunday, June 19, and Saturday, June 25. A few years ago, one would have been accused of the wildest flight of imagination to have suggested that cantaloupe picking would ever be stopped for a day around the peak, and in recent seasons the peak was a daily movement of around 500 cars. Cantaloupes are extremely perishable and, when picking is stopped for a day, stock ready to ship is lost. For the 12-day period from June 9 (the day prorating started) to June 20 inclusive, 2,590 cars of cantaloupes, Honey Dews and Honey Balls were shipped, an average of 215 a day. With Perfectos coming on fast at this time, it is very likely that an average of 450 cars or a total 5,500 carloads could have been loaded during these 12 days; and even with the curtailed movement at this time; the cash carlot price on standard 45's ranged mostly only $1-$1.10 and the Chicago jobbing market $2.25-$2.50. Freight and refrigeration on standard crates to Chicago is about $1.32 and to New York about $1.57.

"The loss to shippers last year was estimated at $1,500,000. Normal or unrestricted movement this season probably would have resulted in 'red ink' over twice that amount. It was the opinion that over 6,000 carloads rotted in the fields, which saved the growers and shippers the picking, packing, and perhaps freight charges. In 1931, as the depression continued, people were dispensing with luxuries. As it swept on through 1932, they were drawing the blue pencil through the list of semi-luxuries, and cantaloupes may be considered a semi-luxury in the category of food. In a tense situation confronting our country, a famous statesman coined the phrase: 'United we stand, divided we fall.' This could well be applied to a possible marketing catastrophe faced by the melon industry in Imperial Valley this season."

8b. LOS ANGELES RECEIVES MOST OF ITS PRODUCE BY MOTOR TRUCK

Los Angeles last year received a total of 62,256 carloads of fruits and vegetables on its markets from 18 states, Hawaii, and six foreign countries, according to the agricultural department of the Los Angeles Chamber of Commerce. Of this volume, California supplied 51,997 carloads, or 83.5%. The area within 100 miles of the Los Angeles markets contributed 29,817 carloads, or 48% of the total receipts of fruits and vegetables.

Practically the entire receipts originating within an area of 250 miles of the city are brought in by truck, reflecting the development in recent years of highways stretching into producing districts on every side. Trucks also hauled produce from points up to 500 miles distant.

Truck receipts accounted for 64% of the total unloads, or 40,012 carloads, of which 29,817 cars or 75% were produced within 100 miles of the city. It is reported that market garden acreage in this area has increased from 3,200 acres in 1925 to around 5,000 acres in 1931, and that much land contiguous to the city, formerly in field crops or fruits and even idle lands, has been put to intensive use during the past decade.

9b. GOOD PRICES BEING PAID FOR NORTH CAROLINA PEACHES

The first field letter of this season from Candor, N.C., was sent by H. F. Willson on July 19:-

"Peach shipments from North Carolina will be light this week, most of the movement being Hileys. Georgia Belles will get under way about July 25, with possibly a few this week, depending to a large extent on the weather conditions. Most estimates for North Carolina shipments of this week are less than 100 cars.

"For the past three weeks there has been practically no rain in this section, and some moisture at this time would add materially to the volume and also hasten maturity of the fruit. Hileys have been ripening much more slowly than expected. Earlier in the season it was generally predicted that this variety would be cleaned up around this date.

"At the present time there is more activity in the Sandhill section than has been experienced in a number of seasons. There are a large number of cash buyers on the ground, and a considerable quantity of the Belles and Elbertas has been sold on contract for future delivery at prices ranging mostly $1.50-$2 per bushel. Not all of the buyers are from the eastern markets. There are at least two from as far west as Chicago, and it is expected that the distribution of North Carolina peaches will be widespread.

"In contrast to last season, when the opening f.o.b. price on U.S. No.1 Hileys, medium to large size, was $1 per six-basket crate, the price this season was $2.50 per crate."

10b. NEWS ON NORTHWESTERN APPLES AND RASPBERRIES

J. D. Hamilton included the following remarks in a review issued at Portland, Oregon, on July 11:-

"First reports on northwestern apple production are sketchy. Hood River's yield this year promises to show the greatest increase over last season's pack-out of any major district in the Northwest. LaGrande-Union district advised that production may be less than first anticipated, due to very heavy drop. The main Yakima and Wenatchee districts show no immediate variation from early reports. The argument relative to possible elimination of C Grade from northwestern shipments has not yet been settled. Cold storages are practically cleaned up, and much of the present shipment volume represents new-crop loadings of Transparents. A few Gravensteins are appearing on local markets, and California's 1,500-1,700 car crop of Gravensteins is just starting this week. California shippers quoted $1.25 per box last week, and announced intentions of quoting around $1 for July 11-14 shipment. No cars of C Grade Gravensteins will move from California, according to recent shippers' announcements.

"About 35 cars of fresh raspberries have moved from the Gresham, Oregon, district, with Puyallup-Sumner shipments much heavier. Loadings declined toward the week-end however, due to poor market conditions. Most of the fresh raspberry movement is destined for the north-central States, with some movement to California. Yields are smaller than first anticipated, due to prevalence of small berries resulting from hot dry weather during June. With cannery prices of about 3¢ per pound and picking costs 1¢-1½¢ per pound, the berry crop is very unprofitable to producers."

11b. FEATURES OF THE 1932 ARIZONA CANTALOUPE SEASON

The following report came from B. E. Surry, at Phoenix, under date of July 16:-

"A very unsatisfactory Arizona cantaloupe season is rapidly drawing to a close. Hundreds of carloads of good-quality melons have been left in the fields, owing to low prices in terminal markets. Several shippers abandoned the deal early in the week, and the remaining members of the Shippers' Association have been prorating movement from Salt River Valley at a maximum of 50 cars daily. Total movement from Arizona this week probably will amount to less than 600 cars. Any general improvement in market conditions probably would result in heavier shipments for the early part of next week. Most fields, however, are past salvaging, regardless of price.

"There has been practically no f.o.b. market for the past week. Demand has been very slow, with only an occasional sale being made. Perfectos have returned only 65¢-75¢ on a cash basis for jumbo crates, with almost no demand for standard crates or for other varieties. Vine-ripened and precooled stock, in some instances, has netted high as $1 per crate.

"Other features of the deal, besides low prices and heavy wastage in the fields, include the following:- good quality; fairly satisfactory growing and harvesting weather; considerable increase in acreage of Perfectos, amounting to 5,427 acres in the State, as compared with 2,631 acres last year. The acreage of Hale's Best totals 5,111 this year, compared with 10,312 acres planted in 1931. Considerable acreage of Hale's Best left unharvested this season was not included in the report on acreage harvested. Increased use of precooling of cantaloupes in the Salt River Valley also has been a feature this year, and there was a trend towards greater use of the shed pack, in preference to grading and packing the melons in the field."

12b. MOVEMENT OF GEORGIA WATERMELONS RELATIVELY LIGHT

R. M. Peterson wrote as follows from Macon in a letter of July 19:-

"Extremely hot weather has hastened the maturity of Georgia watermelons and has reduced the quantity of marketable melons because of sunburn. Much of the stock now being loaded from the older fields, south of the Macon section, is showing sunburn, and some localities are heavily infected with Anthracnose. The Dixie Belles predominate in the central Georgia section and Thurmond Grays are next in importance, with plantings of Tom Watsons very light. Dixie Belles are suffering most from sunburn, and the Thurmond Grays seem to be affected most with Anthracnose.

"Unless the temperature moderates, harvesting of the watermelon crop in the Macon section will be of short duration, with good melons, free from sunburn, in the minority. This would be a repetition of the south Georgia situation, where cars of good-quality melons have been scarce throughout most of the season. Had the loadings been restricted to good quality, the shipments from Georgia would have been very light. Although shipments from Florida and Georgia to date have been only slightly more than half as heavy as those of last season to this time, prices have been consistently lower at shipping points. In fact, the light peak movement of late June brought the shipping-point market to a point below that reached in 1930, a year of extremely heavy movement. The recovery has been very slow, with no activity shown until the last few days."

13b. ACTIVE INTEREST NOW SHOWN IN GEORGIA ELBERTA PEACHES

The following comments were included in a letter of July 19 from R. E. Keller, of the Macon office:-

"The movement of Georgia peaches continues unusually light, with forwardings to date amounting to only 856 cars. Upon harvesting and packing, the crop is turning out extremely short. Estimates for total carlot movement have now dropped to around 1,500 or 1,600 cars, compared with nearly 13,600 last year. Hileys are practically finished and only 100 to 150 cars of Georgia Belles remain to be moved. Harvesting of Elbertas is expected to start in volume next week (July 24-30), and continue through the first of August.

"Speculative activity had been very quiet on Elbertas, as compared with the other varieties, until last week, when shortness of the Elberta crop became very evident and the demand picked up. Many orchards of Elbertas were purchased outright at $2 per bushel or per crate for all the U.S. No. 1 stock. The prevailing price before this time had been around $1.50-$1.75, with few sales consummated. Hileys cleaned up strong at $2.50 per crate of medium to large stock and $2.25 for the smaller peaches. First sales of Georgia Belles are moving at about the same figure."

14b. CHECK ALL ENVELOPES, TO SEE WHETHER THEY ARE PROPERLY PRINTED

It recently has come to the attention of the Washington office that some of our branch offices, through error, have been furnished manila envelopes which bear the name of other bureaus, for mailing reports. In the past there have been occasions where the manufacturers of envelopes have made similar mistakes and shipped envelopes to offices of our Bureau, which should have been shipped to other bureaus, and these envelopes were used by branch offices without noticing that they were printed with the name of another bureau. It is requested, therefore, that branch offices take note of this and check over the envelopes on hand and shipments received in the future, in order to make sure that all are printed properly to show the name of this Bureau.

15b. ANOTHER SUMMARY DISTRIBUTED

"Marketing Western and Central New York Cabbage, 1931-32 Season," by R. L. Sutton and A. L. Thomas, is another field summary distributed this week.

16b. SUMMARY ON LONG ISLAND POTATOES

E. R. Biddle, of the New York City office, has distributed a 12-paged summary on "Marketing Long Island Potatoes, 1931 Season," and copies are now available from his office. This is probably the first time that a marketing summary has been published on Long Island potatoes.

B. C. BOREE,
Specialist in Market News.

THIS DIVISION LETTER CONTAINS MUCH TIMELY INFORMATION OF VALUE IN YOUR WORK. BE SURE TO READ IT CAREFULLY.

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
POCOMOKE CITY, MD.* Peninsula Bldg.	878	V. H. Nicholson	Strawberries#	May 23	June 11#
			Potatoes	June 13	July 27
			Cucumbers#	July 5	July 20#
MACON, GA.* 715 Ga. Casualty Bldg.	833	R. E. Keller	Peaches	June 20	July 30
CANDOR, N. C.*	935	H. F. Willson	Peaches	July 18	Aug. 5
MACON, GA.* 715 Ga. Casualty Bldg.	875	R. M. Peterson	Watermelons	July 18	Aug. 13
FRESNO, CALIF.*	919	A. E. Prugh	Grapes	Aug. 1	Nov. 5
The following station closed on date indicated:					
PHOENIX, ARIZ.* 602 Security Bldg.	815	B. E. Surry	Cantaloupes	June 29	July 21

* State cooperating # Reports discontinued

R. G. Risser) in the field,
A. M. McDowell) traveling on
R. L. Sutton) licensing work.
W. D. Googe in Fort Worth
B. E. Surry in Chicago

W. F. Cox in San Francisco
J. B. Owens in Washington office
A. E. Prugh in Los Angeles
H. E. Rutland at Shin Pond, Maine.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keept it up to date.

OFFICE NOTES (Continued):-

B. E. Surry closed the market-news field station at Phoenix, Arizona, on Thursday and will go to the Chicago office for a while.

Wm. E. Harrison, of the Baltimore market-news office, was a visitor in Washington on Wednesday, where he conferred with local officials on matters relating to the market reporting work.

Bryce Morris, of the Denver market-news office, spent a few days recently in producing sections of Colorado, arranging for f.o.b. reports for his daily bulletins.

Robert Bier has completed his supervision of shipping-point inspections of Eastern Shore potatoes and returned to the Washington office on Thursday.

INSPECTION SERVICE

1c. SPECIAL INSTRUCTIONS REGARDING ISSUANCE OF EXPORT FORM CERTIFICATE

The question has been raised as to the number of San Jose scale (not scale marks) which may be present before San Jose scale should be scored against the Export Form requirements. The answer is that every apple having a living San Jose scale must be scored, regardless of the number of insects which are present. Under the French Quarantine, one scale on an apple is just as objectionable as a half dozen, and it should be remembered that there is absolutely no tolerance for San Jose scale in apples or pears exported to France. A single scale disqualifies a carload of fruit.

While there is a tolerance of 2% San Jose scale in the requirements for the Export Form Certificate, this will mean not more than 4% of the fruit in any one container may carry scale. Supervising inspectors should instruct all inspectors that, when one package contains more than 4% of fruit with San Jose scale, there is no need to look farther, because the lot will not deserve the Export Form Certificate.

There will be no occasion for reporting the presence of less than 2% of scale on the certificate. A lot showing not more than 2% of scale meets the requirements for the Export Form, and there is no need to state the exact amount on the inspection certificate. At shipping point, however, when scale is present in excess of 2%, it should be reported. This will be a warning to receiving-point inspectors and to the Plant Quarantine officials that examination has been made for scale, and a request for another inspection at the port of export can be declined in the same way that a request for another chemical analysis is refused on a car of apples which has been refused the Export Form at shipping point on account of excessive spray residue. Therefore, when the shipping-point inspector finds scale in excess of 2%, the following notation should be made after Remarks:- "Scale noted."

The plan which was adopted last season with regard to certification of private brands which are used in some of the northwestern States, such as Blue Ribbon, Red Ribbon, etc., will be in effect again this year. While these brands are generally recognized as representing certain grades, the British Apple Order requires that the boxes be marked as to grade, which means that they must be marked as "Extra Fancy" or "Fancy," as the case may be. At the port of export, a separate British Special Certificate will be issued on each car, and the plan of issuing a special certificate on two or more carloads comprising one shipment will be discontinued.

Shipping-point supervisors should make it a point to inform shippers in their territory regarding the changes in requirements of the Export Form Certificate since last season. The sanitary certificate required under the French Quarantine is entirely new, and shippers should be made to understand that it is entirely different from the State sanitary certificates which, in the past, have been acceptable in certain South American countries. No information is yet available as to what countries will accept the State sanitary certificates, but special efforts should be made to place full information in the hands of shippers regarding the Export Form and French sanitary certificates.

Item 2c in the Division Letter of July 1, 1932, gave a summary of the requirements for the Export Form Certificates for 1932. Shipping-point inspectors should be warned not to issue the Export Form Certificate unless the apples meet all the requirements, especially the requirement that the containers be marked properly. In no case should the Export Form Certificate be issued unless the containers are correctly marked as to grade. Supervisors should make certain that all their inspectors understand that both apples and pears must be up to grade, in order to deserve the Export Form.

It is necessary to have the number of packages shown on the Export Form Certificate. This is especially true if there is more than one grade in a car, a part of which can be exported to the United Kingdom and covered by the British Form, while the other part of the fruit is of a lower grade which cannot be exported. There may be times when it is impossible for the inspector to get this information but it generally appears on the certificates from most of the States. In cases where definite information does not appear on the certificate, the inspectors at port of export do not have the information necessary to issue the British Special Form.

In two or three instances last year, shipping-point inspectors either wrote or wired to exporters or brokers to correct their certificates. More care in the preparation of the certificates and a better understanding as to the requirements would materially reduce the necessity for corrections. Moreover, the holder of a certificate should never be directed to make corrections. This is placing too much authority in the hands of persons over whom we have no control. When errors are discovered after a certificate has been issued, a corrected certificate should be issued and copies mailed to all parties who receive a copy of the incorrect certificate.

The Export Form will not be issued at the port of export on condition-only inspections. While this is a matter that is primarily of interest to receiving-point inspectors, it will be well for shipping-point supervisors to remember this, so they can inform the shippers that they will be unable to secure the Export Form Certificate in the market, unless they also secure a certificate as to grade and export standard. Attention is also called to the fact that there is no export standard for pears, and inspectors have no right to certify on the basis of a standard which does not exist.

2c. CHANGE IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from list of Past-Due Accounts:

George A. Hanes Company,	Detroit Union Produce Terminal, Detroit, Mich.	$12.00

3c. REVISED GRADES FOR EXTRACTED HONEY

The Bureau of Entomology and our own Bureau have issued jointly revised United States Standards for Extracted Honey. These grades supersede the U.S. Standards for Extracted Honey issued in December, 1927, and published in Circular No. 24. Mimeographed copies of the revision are being sent with this D.L. to all inspectors. These grades were furnished through Mr. Pailthorp's office.

IF YOU EVER FAIL TO RECEIVE ENCLOSURES INTENDED TO REACH YOU WITH THE WEEKLY DIVISION LETTER, BE SURE TO ASK FOR COPIES FROM WASHINGTON.

4c. A GOOD REPORT ON KAW VALLEY POTATO INSPECTIONS

V. V. Westgate sent the following letter from Topeka, Kansas, on July 19:-

"The movement of Kaw Valley potatoes began rather early this season, with the first car loaded on June 23. Up to the Fourth of July, approximately 350 cars had been shipped. Aside from being feathered, practically all of this stock was of very good quality. A heavy rain on the night of the Fourth delayed digging and materially reduced the number of shipments during the remainder of that week. Most of the stock which was loaded during the week of July 4 to 9 was of No. 2 quality, on account of being excessively dirty. Digging began in earnest the next week. On Monday, July 11, we inspected 198 cars and on Tuesday 190 cars. By this time the market was slipping, and digging and loadings began to be lighter. During the entire week of July 10 to 16, we inspected about 650 cars. However, due to the combination of hot weather and low prices, the movement on Friday and Saturday was very light.

"According to the July estimates, there should be a total of about 3,900 cars in the Kaw Valley. Thus far, approximately 1,400 cars have rolled, which leaves about two-thirds of the crop yet to go. At present, it looks as if the inspection deal will move very slowly until there is at least a 15¢ or 20¢ advance in the market. If that advance fails to materialize, I look for shipments to drag out even into September. You will note on your 1928 records that inspections continued fairly heavy to October. I trust we shall have no repetition of that condition this year. All shipments which move out of the Kaw Valley from June 15 to September 1 must be inspected and, of course, a stringing out of the shipments over a long period may add to the difficulties of our inspection work."

5c. GOOD PROSPECTS FOR GRAPE INSPECTION WORK IN ARKANSAS

R. B. Landrum wrote as follows from Tulsa, Oklahoma, in a letter dated July 18:-

"I spent Thursday and Friday of this past week in the grape district of northwestern Arkansas, looking over the situation and interviewing shippers in order to ascertain, as closely as possible, what our prospects for inspection may amount to this season. Growers and shippers all agree that the grape crop this year will be larger than that in 1926. While there is no doubt but that a heavy volume will move by truck, it is the general opinion that the bulk of the crop will be shipped in carloads. We now have applications for inspection at 12 points in Arkansas, and two (that are certain) in Missouri. I have not yet visited the Missouri district, but feel sure that inspection will be requested at several additional points in that State. The shippers, who have contracted to handle most of the crop, are now endeavoring to delay the harvest until the grapes are fully matured; in which case, movement will begin at any time from the 1st to 10th of August.

"In view of the fact that there will be practically no work at that time in the Van Buren district, I am planning to move headquarters to Springdale, Ark., for the duration of the grape deal. Should watermelon work develop in s south Arkansas, it will be necessary to place a man in charge and handle the office work connected with the melon inspection at Hope.

"There are a few samples of canned foods arriving here at present, which

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
PUERTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1347, San Juan, P. R.	Citrus Pineapples	(year around)	
TEXAS:	H. T. Longino, c/o State Dept. of Agr., Austin, Texas	Fruits & vegetables	June 6	Aug. 1
ARIZONA:	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Cantaloupes	June 10	July 30 (?)
GEORGIA:	O. G. Strauss, 620 Ga. Casualty Bldg., P. O. Box 859, Macon, Ga.	Peaches Watermelons	June 13 June 20	July 30 July 30
DELAWARE:	F. S. Zimmerman, c/o State Board of Agr., Dover, Del.	Apples	July 1	Sept. 1
KANSAS:	V. V. Westgate, c/o State Board of Agr., Topeka, Kans.	Potatoes	July 5	Aug. 15

REPORTS on the following products can be obtained from the offices indicated:

Missouri potatoes . . . . F. M. Lyle, Kansas City office
Indiana onions . . . . . Inspection Service, Court House, Warsaw.
Iowa onions and cabbage . . R. C. Lindstrom, Des Moines office.
Arkansas products . . . . . Homer Foley, Van Buren, Ark.

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probably are the clean-up of last season's pack that they are trying to move before the new packing season begins. In view of this and the fact that Tulsa is centrally located, I shall stay here the remainder of this week, unless something develops making it necessary that I return to the field sooner than expected."

6c. BANKRUPTCY NOTICE

We have been advised that the Winchester Fruit Exchange (later organized under the name of the Independent Fruit Company, with Mrs. Kathryn P. Richards, president), of Winchester, Va., has been declared in bankruptcy. Any unpaid bills against this concern should be forwarded to Washington for collection.

THIS DIVISION LETTER, AND EVERY ISSUE, CONTAINS A LOT OF VERY VALUABLE AND IMPORTANT INFORMATION RELATING TO YOUR WORK. BE SURE TO READ EACH ISSUE CAREFULLY.

7c. ONION INSPECTIONS UNDER WAY IN IOWA

R. C. Lindstrom, who is supervising shipping-point work in Iowa, wrote the following letter from Des Moines on July 17:-

"We started onion inspections at Pleasant Valley on July 7. For the three days of that week we had 22 cars. The following week, ending July 16, we had about 135 cars, which is unusually heavy for that district and, if the weather holds good, we should have close to 300 cars inspected by next week-end. This will bring us up to the seed crop which, at the present time, looks very good, and our total inspections for the Pleasant Valley district should be about 450 cars.

"The crop has been very uniform as to stand and size, with an average yield of about a carload to the acre. This is about 20% above normal, and it is the first year we have not had a lot of Neck Rot to contend with. Most of the cars are averaging 45% to 50% over 2 inches, the top size in most instances being 2½ inches in diameter, the curing weather during the past week has been ideal, with the result that the stock is generally clean and bright.

"I tried to economize this year by using only two men, in addition to myself, but due to the scattered loading points and heavy loading it was necessary to add another man.

"Today is Sunday and it has been the only chance I have had to return to Des Moines. I shall leave tomorrow morning for St. Ansgar, Iowa, were we shall start cabbage inspections. This will run us up to the onion work in that district. The hail did no apparent damage to the onion crop up there, as the bulbs had not formed and, in three days after the tops had been cut down by the hail, new tops had formed 2 to 4 inches high. The prospective yield for that district is normal, which should give us 300 to 400 cars to inspect. The flood at Crystal Lake will cut the crop to about 100 cars, all of which we probably shall inspect.

"We expect to start cannery inspections about the first week in August, but the work will be light, due to the very few canneries that will operate this year."

8c. BRIEF NOTES ON THE WORK IN TEXAS

H. T. Longino included the following information in a letter of July 15 from the Austin office:-

"I have not written during the past 10 days, due to the closing of the Jacksonville work and my move to cantaloupe shipping points around Weatherford and to Austin. I have brought all of our field records into Austin and am working out an annual report, while taking care of other inspection details.

"The State is making an audit of all of the Departments, and since our Fruit and Vegetable Inspection Service handles about $100,000 of shippers' money in fees collected for the service, they are also checking our records. We gladly welcome this check, as it will help us in keeping our affairs in proper form. This is the first audit we have ever had, and I have dug out all of the records for the past nine year.

"We have six men on cantaloupes near Weatherford, working under shippers' guarantee; one man on Elberta peaches, and about four men closing the Jacksonville work. Movement at El Paso will not be heavy until after next week."

R. C. BUTNER,
Specialist in Inspection

-- (SEE item 3a on first page)

REGULATORY ACTIVITIES

1e. CLEVELAND BROKER NOT GUILTY OF FALSE AND MISLEADING STATEMENTS

The Secretary of Agriculture has dismissed the complaint brought by the Georgia Bureau of Markets against K. B. Pocock, of Cleveland, under the Perishable Agricultural Commodities Act.

This case involved four cars of peaches, shipped by the Georgia State Bureau of Markets to Pocock at Cleveland, for sale on account. The Bureau of Markets claimed that Pocock assured there was a good market in Cleveland for peaches; that he would handle the fruit personally, and that, because of Pocock's representations as to prices in Cleveland, the cars were diverted from Cincinnati to that market, where they were sold at prices much less than those which the Bureau of Markets had been led to believe they would receive. It was charged that statements made by Pocock were false and misleading, within the meaning of the Perishable Agricultural Commodities Act. The Secretary held that the evidence presented failed to show that the statements made by Pocock, either orally or by wire, were in violation of the Act.

2e. COLUMBUS DEALER JUSTIFIED IN REJECTING A CAR OF POTATOES

The Secretary of Agriculture has dismissed the complaint brought by Phillips & Company, Inc., of Norfolk, Va., against Wm. Fisher & Sons Co., of Columbus, Ohio, under the Perishable Agricultural Commodities Act.

Phillips sold Fisher a car of U.S. No. 1 potatoes on a delivered basis. The car was inspected at shipping point in North Carolina and certified as U.S. No. 1 grade. Upon arrival in Columbus, it was inspected for condition and found to have an average of about 2% decay, consisting of Fusarium Tuber Rot, wet type, generally well advanced. In view of the fact that not more than 1% of Fusarium Tuber Rot, wet type, is permitted in potatoes of U.S. No. 1 grade, the Secretary held that at the time of delivery the car failed to make U.S. No. 1 grade and, therefore, was not good delivery under the contract, and that the respondent was entitled to reject it.

3e. QUINCY FIRM REJECTED CAR OF CITRUS FRUIT WITHOUT REASONABLE CAUSE

George Janssen & Co., of Quincy, Ill., has been ordered by the Secretary of Agriculture to pay $78, with interest at 6% from February 10, 1931, to Gregg Maxcy, Inc., of Sebring, Fla., as the result of a hearing held under the Perishable Agricultural Commodities Act.

Maxcy sold Janssen a car of citrus fruit, to contain 300 field boxes of bulk oranges, grove run, and 60 field boxes of bulk grapefruit, grove run, f.o.b. Hicoria, Fla., for shipment to East St. Louis, Ill. Upon arrival of the car at East St. Louis, it remained there four days and was then diverted by Janssen to Alton, Ill., at which place it was rejected for the alleged reason that the fruit had decayed. Consideration of the evidence presented by both sides led the Secretary to decide that Maxcy had tendered oranges and grapefruit in substantial conformity to contract obligations, and that rejection was without reasonable cause. The $78, which Janssen was ordered to pay, represents the difference between the original contract price and the resale price of the car after rejection.

4e. CHICAGO FIRM IS DENIED DAMAGES ON CAR OF CALIFORNIA TOMATOES

The Secretary of Agriculture has dismissed the complaint brought by La Mantia Bros. Arrigo Co., of Chicago, against S. N. Beard & Co., of Los Angeles, as a result of a hearing held under the P.A.C. Act.

Beard sold La Mantia Bros. Arrigo Co. two cars of tomatoes, f.o.b. California, to be 85% U.S. No. 1 quality at shipping point, the sale being made for cash, rolling, acceptance subject to condition inspection at El Paso, Texas. This inspection was made and communicated to the buyer, who paid for the tomatoes by air-mail check, prior to the arrival of the cars. Upon arrival of the cars in Chicago, the buyer had an appeal inspection made by inspectors of the Department of Agriculture, which showed that the tomatoes in PFE-23036 graded approximately 80% U.S. No. 1 and reversed the California inspection as to permanent factors of grade. The buyer sold the tomatoes in this car at a claimed loss of $591.35, which was stated to be the difference between what the tomatoes would have been worth under the terms of the contract and the market value when they arrived in Chicago.

The buyer claimed that the tomatoes were bought upon condition and guarantee that they would grade 85% U.S. No. 1 upon arrival in Chicago. The seller claimed that the car was to grade 85% U.S. No. 1 at shipping point, with a Government certificate to that effect; that the car was to be inspected at El Paso, and was to be accepted if this report was satisfactory to the shipper, and that no complaint was made as to condition on arrival in Chicago. The Secretary upheld the contentions of the shipper and dismissed the case.

5e. DECISION IN P.A.C. CASE HINGED UPON WHETHER FRUIT WAS SHIPPED FROM ORIGINAL BILLING POINT OR FROM STORAGE IN TRANSIT

The Secretary of Agriculture has dismissed the complaint brought by the Oswego County Cooperative Association, Inc., of Oswego, New York, against Abe Rafelson & Co., of Chicago, as the result of a hearing held under the P.A.C. Act.

The shipper sold Rafelson two cars of New York State Bartlett pears, U.S. No. 1 grade, 2 inches and up, f.o.b. shipping point. The cars had been moved from Oswego, New York; were stored in transit at Cleveland, Ohio, and shipped from that point to Chicago. They were rejected upon arrival, both on the ground of condition and on the ground that the contract was not complied with as to the point of shipment of the cars.

The Secretary held that the condition of the pears was only important as to the time of delivery to the carrier properly billed for shipment, but that the case hinged on the more-important question of the manner of shipment. The confirmation of sale stated that the commodity was to be shipped on October 6, 1930, by "New York shippers" under standard refrigeration. The Secretary held that, by a reasonable interpretation of these terms, Rafelson could expect to receive cars shipped from New York State on October 6 and not cars that had been shipped from New York at an earlier date and stored in transit. He, therefore, held that the complainant failed to deliver pears in accordance with the terms of the contract and that the case should be dismissed.

ALL OF THE REPORTS ON P.A.C. CASES ARE WELL WORTH READING IN EACH DIVISION LETTER.

6e. GRANTING AN ALLOWANCE ON CAR OF FRUIT WHEN IN FULL POSSESSION OF ALL THE FACTS PREVENTS FILING OF A LATER COMPLAINT TO RECOVER ALLOWANCE

The Secretary of Agriculture has dismissed the complaint brought by Ed. L. House, of Plant City, Fla., against Hale Brothers, of Morristown, Tenn., as the result of a hearing held under the Perishable Agricultural Commodities Act.

This case involved failure truly and correctly to account for a car of oranges and tangerines. The buyer accepted the car and paid the draft, but later made complaint because of the condition of the tangerines. The shipper agreed to protect the buyer against loss, if the latter would get a proper notation in order to support claim against the railroad. E. B. Hale testified that he secured this notation and forwarded it and a draft for $146 to House. House finally paid the draft and filed claim against the railroad, which claim was disallowed. House thereupon filed a complaint under the P.A.C. Act on the ground that the allowance of $146 had been obtained through misrepresentation. The Secretary held that the complainant paid the draft covering the allowance while in full possession of all the facts and, thereby, was prevented from later prosecuting a complaint under the Perishable Agricultural Commodities Act.

7e. ANY COMMODITY SOLD FOR RESALE IN A DISTRIBUTING MARKET MUST BE IN A MARKETABLE CONDITION, ACCORDING TO P.A.C. DECISION

The Secretary of Agriculture has dismissed the complaint brought by the Peppers Fruit Company, of Los Angeles, against the Morris Fruit & Produce Company, of Minneapolis, as the result of a hearing held under the P.A.C. Act.

Peppers sold Morris a car of U.S. No. 1 celery, f.o.b. Venice, California. Upon arrival of the car, it was rejected on the ground that it was not in merchantable condition because of an excessive amount of arsenic spray. This contention was supported by the testimony of the Chief of the Minneapolis station of the United States Department of Agriculture Food and Drug Administration, who testified as to the arsenic content and stated that, if the celery had been sold without being reconditioned or washed, he would have recommended to the Department that seizure be made.

The Secretary held that it is a well-known principle of law that, in a sale by description, where the seller has reason to believe the merchandise is being bought for resale, the commodity must be in a marketable condition. He held that in this case the goods were not merchantable and that the buyer was justified in rejection.

8e. PITTSBURGH FIRM NOT JUSTIFIED IN REJECTING CAR OF POTATOES

The Secretary of Agriculture has ordered the Jesse B. Mellor Company and Jesse B. Mellor, Paul J. Riske and William Weinman, the partners therein, of Pittsburgh, Pa., to pay $92.90, with interest in the amount of $6.03, to English & Oliver, of Mt. Olive, N. C. as the result of a hearing held under the P.A.C. Act.

The Jesse B. Mellor Company entered into a contract with English & Oliver to purchase one car of No. 1 potatoes at $2.50 per barrel, delivered at Pittsburgh. These potatoes were shipped in ACL-39513 and, upon arrival at Pittsburgh, were rejected without reasonable cause. Upon resale of the car, a loss of $92.90 was sustained. Damages were awarded in this amount, plus interest.

9e. REPARATION AWARDED TO A PENNSYLVANIA GRAPE ASSOCIATION

The Secretary of Agriculture has ordered the Harlem Produce Exchange, of New York City, to pay $563.42 with interest to the Keystone Cooperative Grape Association, of North East, Pa., as a result of a hearing held under the P.A.C. Act.

The Keystone Cooperative Grape Association sold the Harlem Produce Exchange three cars of grapes. Upon arrival, the latter accepted the cars but refused to pay the drafts and, as the bills of lading were attached, the cars remained on the tracks for several days. The shipper eventually was forced to turn the cars over to the broker for resale, the cars bringing considerably less than the original purchase price. The shipper filed a complaint requesting that damages be awarded in the sum of $363.42. The Secretary found, however, that the net amount received on resale was less than that shown in the complaint, and that the actual damages sustained amounted to $563.42. Accordingly, reparation award was issued in that amount, plus interest at 6% from November 1, 1931.

10e. FIRST DEALER PENALIZED FOR OPERATING WITHOUT A LICENSE

Abe Peterman, of Newark, N.J., admitted violation of the P.A.C. Act in handling fresh fruits in interstate commerce without a license, and paid a penalty of $100 imposed by the Court. No trial on the facts was necessary. This is the first case in which court action has been taken for failure to secure a license under the P.A.C. Act.

The suit against Abe Peterman was based on his receipt in Newark, in interstate commerce, of 38 carloads of apples and grapes from points in the States of Pennsylvania, New York, Maryland and California during the months of October and November, 1931. Peterman's attention was repeatedly called to the licensing requirement of the Act, but he refused to apply for license.

F. G. ROBB,
In Charge, Regulatory Branch.

OFFICE NOTES:-

Last Monday, Mr. Sherman was at Smithsburg, Md., attending a regional meeting of the Maryland State Horticultural Society. He gave an address on the subject: "The Present Apple Marketing Situation."

R. R. Pailthorp and Wm. E. Lewis expect to leave Washington next Tuesday evening for Chicago, where they will confer with the brokers committee of the American Fruit and Vegetable Shippers Association regarding contemplated revisions in the grades for tomatoes and bunched carrots.

R. L. Spangler, of Mr. Pailthorp's project, will leave on Sunday for various points in northwestern New York, where he will confer with inspectors regarding the interpretation and application of the U.S. grades for cannery cherries. He may be absent for about 10 days.

T. W. Ayres has finished his work as supervising inspector in Tennessee and will spend some time on his return trip, checking up dealers and others who should be licensed under the P.A.C. Act. He will cover the territory in eastern Tennessee, southern West Virginia, and southwestern Virginia.

A. E. Mercker, Secretary of the Interstate Early Potato Committee, will return to his headquarters in Washington by Saturday of this week. He recently has been stationed at Onancock, Va. →(CONTINUED on page 461)

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 30 July 29, 1932

FRUIT AND VEGETABLE DIVISION LETTER

(Issued every Friday)

CONFIDENTIAL
Not for publication.

1a. ABSENCE FROM DUTY ON ACCOUNT OF ENFORCED FURLOUGH

Referring further to Item 1-a in Division Letter of July 15, 1932, in which was quoted a decision of the Comptroller General,- pending further instructions, it will be satisfactory to schedule our work and our plans for leave during this fiscal year on the basis of absence from duty for 24 working days, as outlined in the decision of the Comptroller General. This means that any employee who desires to be absent from duty may take at any time as much of the enforced furlough as he wishes, provided he has the approval of his immediate superior and proper arrangements have been made for taking care of the official work during such absence.

The amount deducted from the salary will be at the rate of 1¼ days' pay for each working day absent, until the deductions have been made for the entire 24 days, after which leave without pay will apply, as heretofore. Applications for furlough leave should be submitted and branch-office records should be kept in the same manner as has been done for annual leave.

It is our understanding that no penalty is attached to taking leave in fractions of a day, for in the end only 8 1/3% pay shall be deducted, if the total absence within the fiscal year has not exceeded 24 working days.

Since the above item was written, The B.A.E. News for July 27 has published the following elaboration of the closing paragraph:-

"Fractions of a day will be charged on the records only for the actual amount of time taken, but deductions from the payroll will be based on the 1¼ days' pay for each working day absent or fraction thereof."

Yesterday, copies of the following memorandum were sent to all Division Leaders in Washington. It is quoted from the Director of Personnel and Business Administration and covers absence on Saturdays, as follows:-

"In accordance with the provisions of Section 101 (b) of the Legislative Appropriation Act of June 30, 1932, - Public 212,- absence of employees on Saturdays under the terms of the legislative furlough will be charged as one-half day, i.e. 3½ hours for the 7-hour workers and 4 hours for the 8-hour workers."

- WELLS A. SHERMAN

2a. GEORGIA ELBERTA PEACH MOVEMENT APPROACHING PEAK

Although the Georgia peach crop is much lighter than that of last year, it is of general interest to know that peak of the Elberta movement is expected by the end of next week, but shipments probably will continue in volume until the 10th of August. R. E. Keller, who sent this information from Macon, also added that, if the State has soaking rains within the next day or two, the peach deal probably will close by August 6. -

3a. IMPORTANT CHANGES IN LEASED-WIRE SERVICE

In order to keep within the reduced appropriation for market-news work during the current fiscal year, the following changes will be made in the leased-wire service:-

SPOKANE and BOISE will be dropped from the leased wire on July 30, but service to those offices will be resumed on September 1 to continue until the end of January, after which the leased-wire service will be discontinued for the remainder of the fiscal year.

FARGO leased-wire service will be discontinued during the month of August, to be resumed from September 1 to December 31 and then discontinued for the remainder of the fiscal year.

NASHVILLE will be dropped from the leased wire on July 30 and the service to that office will be resumed only during May and June, 1933.

MONTGOMERY, JACKSON and NEW ORLEANS will be discontinued from the leased wire from now until the end of the fiscal year.

A limited market-news program on certain products will be provided for all of these offices by commercial telegraph during the period that the leased wire is not operation at the respective offices.

4a. PREPARATION OF MONTHLY PAY ROLLS IN THE FIELD

In preparing monthly pay rolls, show under "Gross Amount Earned" the full basic salary for the month; under "Retirement" the amount of the retirement deduction on full salary; under "Other" the equivalent of 2½ days' salary (this figure being computed on the basic salary without retirement deduction), and under "Net Amount Paid" the gross amount minus retirement and other deduction. On the face of the voucher, the amount shown should be the gross amount minus the 2½ days' salary deduction only.

This is based on the assumption that not over 2 days' furlough has been taken within the month. If more than 2 days' furlough is involved, an additional 1¼ days' gross salary should be included in the column headed "Other" and be deducted from "Net Amount Paid" for each day's or fractional day's absence above the regular 2 days' furlough.

Next week's issue of The B. A. E. News will carry complete instructions regarding salary deductions and retirement deductions for cooperative employees, whose salaries are paid partly by this Bureau and partly by the State or other cooperating agency. This should be read carefully by all offices affected.

5a. MILEAGE OF GOVERNMENT AUTOMOBILES

Offices operating Government-owned automobiles are requested to advise the Washington office at once as to the mileage now shown on the speedometer. Replies should be marked for attention of Mrs. Mills in this Division.

MARKET NEWS SERVICE

1b. HEAT WAVE CAUSES MUCH DAMAGE TO KANSAS AND MISSOURI POTATOES

R. E. Corbin sent the following letter from Kansas City on July 25:-

"The Kaw Valley and Orrick potato season has been very interesting this year because of its extremes. Yields are unusually heavy in both sections. Quality is the best in years, especially around Orrick, Missouri. Let us say, rather, that it was the best before the territory was afflicted with the long-continued heat wave, which has had disastrous effects.

"The first surprise of the season was the initial heavy digging in the Orrick district. Heavy rains in Oklahoma and Arkansas caused shipments in those States to fall off, and, as the market was in good condition, Missouri growers began digging suddenly and dug heavily during the week of June 27-July 2. On July 3 and 4, there were heavy rains over the whole district, which delayed digging to some extent and caused considerable trouble from dirt for several days afterward. Markets declined, partly on account of the dirty condition of the stock and because of the increasing supplies. But returns were fairly good until July 12, when the f.o.b. price for U.S. No. 1 Cobblers dropped to around 75¢ in the Kaw Valley and Orrick districts, with Combination Grade at 60¢-65¢ per sack.

"Hot weather had set in. The market declined steadily from the 12th to the 18th of July, when U.S. No. 1's sold for 50¢ f.o.b., and Combination Grade and U.S. No. 2's ranged 30¢-45¢. At this time the long-continued heat was beginning to affect the potatoes in the ground. Practically all stock dug showed some heat damage, which was followed by decay as the cars arrived on city markets. This damage increased to such an extent that during the past few days Chicago reported some shipments sold as low as $5 per carload.

"Digging has now practically ceased in both Kaw Valley and Orrick sections until the markets improve. Growers say they have little hope for improved condition in the potatoes until the fields are visited by a good rain, which will rot out the damaged stock and enable them to resume digging with some chance of obtaining stock that will carry to market in better condition. As usual, however, the price factor is the big thing and, if track holdings in the large markets become sufficiently reduced to enable movement of potatoes from this section, digging no doubt will be resumed to some extent, regardless of condition of the stock. There have been clouds and local rains during the last few days but, up to the present, no rain has fallen in the potato producing sections in sufficient quantities to do any good.

"Orrick district of Missouri is probably 85% shipped out at this time, and the Kaw Valley district of Kansas is variously estimated from 30% to 40% shipped out. Probably the latter figure is more nearly correct, since there will be considerable shrinkage in production on account of the hot weather."

2b. PHILADELPHIA REPORTS REACH OVER 1,000,000 NEWSPAPER SUBSCRIBERS

According to information from J. G. Scott, the complete Philadelphia Market Report is mailed daily to about 1,300 names. Practically all of this report is broadcast by Radio Station WFI, and it is published in all the important Philadelphia and Camden newspapers, having an average daily circulation of 1,304,780 copies.

3b. EASTERN SHORE POTATO SHIPMENTS MAY TOTAL 11,500 CARS, OR 5,000 LESS THAN LAST YEAR

V. H. Nicholson wrote as follows from Pocomoke City, Md., in a letter of July 25,- his last letter from that field station:-

"The movement of Eastern Shore potatoes last week decreased to a total of 1,535 cars from the two States of Virginia and Maryland. While Virginia shipments were much lighter than two weeks ago, it appears that the peak of the Maryland movement came on Thursday and Friday, July 21 and 22. The heavier movement of Virginia stock on Friday and Saturday was probably more of a clean-up of the loaded cars on track than anything else.

"It appears as if there will be very little more No. 1 stock to move from Virginia, but fairly large quantities of No. 2's can be shipped if the market will warrant. Several truck operators are buying this stock at a low price and are trucking it to points in Pennsylvania, Maryland and New York. There seems to be a fairly heavy truck movement of these No. 2 potatoes at present.

"A part of the Maryland crop has not yet been dug, but it seems that little No. 1 stock will remain in the fields after this week. Yields are running somewhat heavier in Maryland than in the two Virginia counties, and some buyers are specifying that their orders be filled with Maryland stock.

"East Shore Virginia shipments probably will fall short of the 10,000-car mark this season. Movement to date amounts to 9,227 cars, and it is doubtful if over 500 or 600 additional cars will move before the end of the season. Maryland shipments may not reach 1,500 cars; output to date amounts to 965, and probably only 500 to 600 cars remain in Maryland. Of course, if the market for No. 2 stock shows some improvement, the shipments may run heavier than is now anticipated, but there appears to be little hope for the market to strengthen sufficiently to absorb any large quantities of this stock."

4b. INTERESTING NEWS ON TEXAS MELONS AND CANTALOUPES

The following information came in a letter of July 23 from W. D. Googe at Fort Worth:-

"So far this week, the Weatherford, Texas, watermelon movement has been limited to one car, which was billed out Thursday. Rains on Tuesday and Wednesday delayed the active shipping season again. Today being primary election day in this State, it is not expected that any cars will be loaded. The car shipped Thursday contained melons weighing an average of 30 pounds and sold at 40¢ per cwt., f.o.b. cash track. Large quantities of melons are being taken locally in the nearby cities, being transported by motor trucks. There has been a good demand during this period of intense heat.

"The nearby cantaloupe deal is in about the same status as the watermelon deal. Texas carlot movement is largely from the southwestern part of the State below Fort Stockton. Quality is generally good, but the demand is reported to be very irregular. Cars loaded in north Texas are being sold mostly f.o.b. cash track at 80¢ per jumbo crate and 10¢ less for standards."

4½b. APPROVED ROADSIDE MARKETS IN NEW JERSEY

At least 100 growers in six counties of New Jersey are operating roadside markets according to the official regulations that stamp them as "approved" by special inspection committees, according to a report from that State.

5b. IMPORTANT ITEMS REALTING TO NORTHWESTERN CROPS

T. R. Hall, of the Seattle office, included the following in a review dated July 21:-

"The action of Washington apple growers in dropping the C Grade apple will have a beneficial effect on foreign markets, in the opinion of some prominent English importers. Approximately 8,000 cars of C Grade apples will be affected by this action, according to most reliable estimates, but there is still considerable speculation over the ultimate disposal of this third-grade fruit.

"No f.o.b. sales of Winesap apples have been made recently, and shippers generally are loading out the fruit and placing it on the auctions. A few sales of Extra Fancy Winesaps in rollers have been made at $1.20-$1.45 per box, delivered. New-crop Yakima Transparents are a drug on the market at current quotations of 75¢ per box, for face-and-fill packs.

"Most northwestern cherry districts have completed harvesting, with over 1,000 cars shipped to date for fresh consumption or cannery use, compared with less than 600 cars last year. The peak of the apricot season in Wenatchee and Yakima has been passed. Prices f.o.b. Yakima Valley points advanced 2½¢ per box about mid-July to 32½¢ on Moorparks in 16-pound boxes. Early districts will be shipping various early varieties of peaches before July 30.

"The market for old potatoes has been a dismal failure, as prices for stocks placed in storage by speculators several months ago failed to advance. The 1931-32 movement from Yakima Valley points had reached 5,678 cars by mid-July. The new-potato movement is much behind last year's shipments, as it has aggregated only 86 cars, compared with 220 a year ago. The last of the early Cobblers have been dug in the Kennewick district, but Russets generally are not sufficiently mature to begin digging.

"Over 600 cars, consisting of straight and mixed carloads of lettuce, green peas, cauliflower and celery, have been billed from Kent, Wash., so far this season. Harvesting and shipping activities continue unabated around this city, although a record of 30 cars of Iceberg lettuce on one day has been established by a large operator in Snohomish County. Recent cuttings of lettuce have been of slightly better quality and, at an f.o.b. cash-track price of $1.35-$1.50 per 5-dozen crate, some inquiry has been reported. The f.o.b. market on green peas for Seattle and nearby points has declined about 10¢ this week to $1.15-$1.25 per bushel hamper."

6b. BRIEF NOTES ON COLORADO CROPS

Bryce Morris wrote as follows from Denver in a letter of July 23:-

"Aside from the movement of mixed vegetables, carlot shipments of Colorado produce have been quite light the past week. Very few cars of cauliflower have been available, and low prices have discouraged forcing the market. San Luis Valley cauliflower will not be ready in volume before August 10. Green peas from that section were moving in a limited way, while lettuce was very light. The hot weather of this week and last has caused a deterioration in the lettuce harvested. With eastern markets already overloaded with poor-quality stock, there is no incentive for shippers to load poor lettuce at this time. Recent hot weather, however, has one advantage and that is in the anticipated increased demand for Colorado vegetables on account of diminishing supplies in the East and Middle West."

7b. SOME POTATOES SOLD FOR AS LITTLE AS $5 PER CARLOAD IN CHICAGO

In his daily market report on potatoes last Friday, July 22, W. H. Hall, of the Chicago office, stated that some carloads of badly-decayed midwestern stock were selling at "$5 per car to 30¢ per cwt." In explanation, he sent the following wire to the Washington office:-

"Apparently some confusion arising account of quoting potatoes showing heavy decay at $5 per car to 30¢ per cwt. While this is an unusual condition, it has happened before during periods of extremely hot weather and low prices. The 'per car' basis instead of the 'per cwt.' basis is under certain conditions, advisable because it prevents future controversy which is almost certain with heavy decay. Many cars are being turned back to the carriers, because they will not bring freight. The Chicago trade considers this a good picture of actual conditions in this market."

8b. WASHINGTON C GRADE APPLES TO BE WITHHELD

J. D. Hamilton included the following in a northwestern review dated July 18 at Portland, Oregon:-

"A very few cars of apples are moving from Yakina cold storages, cleaning up the last holdings. Gravensteins, Duchess and Transparents are moving in straight cars and mixed with other fruit. Washington's decision to withhold their 8,000 cars of C Grade apples this year was announced a week ago. Oregon has not yet announced whether the same schedule will be maintained in that State.

"About 260 cars of raspberries have moved from Oregon-Washington districts this season, of which 70% originated in the Puyallup-Sumner district and the remainder from Gresham, Oregon. Smaller markets between Denver and Chicago are absorbing most of the offerings, with occasional movement between the Mississippi River and the Atlantic seaboard. Satisfactory quality is reported on arrival of nearly all shipments, with sales netting growers around 3¢ per pound for their berries. Labor shortage, due to low picking prices (1½¢ per pound) and several days' rain last week resulted in considerable wastage and unharvested acreage. Limited buying activity by canners has thrown a large tonnage on local markets, with prices for fresh red raspberries and loganberries as low as 40¢-60¢ per crate of 24 pints. Los Angeles took several cars last week."

9b. CHANGE ON "SA-SI" PAGE OF CODE

On the "SA-SI" (Watermelons) page of the code, delete -

UY Stone Mountains

and make the following change under "AD" -

AD Dixie Belle (Stone Mountain).

10b. RECONSIDERATION POSSIBLE ON WASHINGTON'S DECISION REGRADING C GRADE FRUIT

Reference is made to Items 5b and 8b in this Division Letter. A more-recent review by the Portland office, dated July 25 and received just before this D.L. went to press, says:- "Reconsideration of Washington State's recent ruling, prohibiting shipment of C Grade apples in boxes this season, is now promised. Certain exceptions to this ban are expected, in addition to the original exceptions, although no definite provisions have been announced."

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
MACON, GA.* 715 Ga. Casualty Bldg.	833	R. E. Keller	Peaches	June 20	Aug. 10
CANDOR, N. C.* A.F.G. Building	935	H. F. Willson	Peaches	July 18	Aug. 10
MACON, GA.* 715 Ga. Casualty Bldg.	875	R. M. Peterson	Watermelons	July 18	Aug. 13
FRESNO, CALIF.*	919	A. E. Prugh	Grapes	Aug. 1	Nov. 5
The following station closed on date indicated:					
POCOMOKE CITY, MD.* Peninsula Bldg.	878	V. H. Nicholson	Strawberries	May 23	June 11
			Potatoes	June 13	July 27
			Cucumbers	July 5	July 21

* State cooperating.

R. G. Risser) in the field,
A. M. McDowell) traveling on
R. L. Sutton) licensing work.
V. H. Nicholson on furlough; can be reached through Washington office.

W. F. Cox in San Francisco
J. B. Owens in Washington office
W. D. Googe in Fort Worth
B. E. Surry in Chicago

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

11b.

/ FURTHER NEWS ABOUT GEORGIA PEACHES

R. E. Keller, of the Macon office, sent the following additional report in a letter dated July 27:- "Peaches are maturing very slowly and, as a result, shipments during the past week have been light. Georgia Belles constitute the bulk of the present movement, with a few scattering cars of the first Elbertas just starting. Shipments of all varieties to date total only 1,045 cars, as compared with 7,572 a year ago.

"Light shipments of Hileys and Georgia Belles, a delay in maturity of preceding varieties, and light movement from all other peach sections in the Southeast have caused an active demand. As a result, Hileys and Georgia Belles have both ended the season with a strong market, an almost unprecedented situation. First f.o.b. sales of Elbertas were reported today, bushels of two-inch minimum size selling at $2.50-$2.65."

B. C. BOREE,
Specialist in Market News.

- (SEE Item 12b on Page 481) -

INSPECTION SERVICE

1c. STEM-END ROT OF WATERMELONS

In the Watermelon Products Circular, Page 9, Par. 47, it is stated: "The term 'Stem-End Rot' should be applied only to decay when the infection occurs at the stem end." Diplodia Rot or other decay occurring on the side of the melons has been reported as "Soft Rot."

This practice has not been entirely satisfactory, because of the general use of the term "Soft Rot" in reporting decay, the cause of which could not be definitely stated. It is just as easy to diagnose Diplodia Rot on the side of a melon as that which occurs at the stem end. It has been decided, therefore, to report all decay of watermelons caused by Diplodia as Stem-End Rot. When Stem-End Rot is reported, however, it should be stated whether it occurs on the sides or the stem end of the melons. These instructions supersede those given in the Products Circular, referred to above.

2c. EXPENSES IN CONNECTION WITH TRAVEL OF INSPECTORS TO OUTSIDE POINTS

In view of recent legislation canceling all subsistence allowances on an actual expense basis, question has arisen regarding proper charges by inspectors to applicants in connection with trips to outside points. It has been decided that the proper charge to an applicant for subsistence should be exactly the same as the inspector will claim from the Government on his reimbursement account. For instance, if an entire trip for an inspection is made between 8 a.m. and 6 p.m., no charge to the applicant should be made for subsistence (lunch), as no payment for subsistence between these hours will be allowed under the regulations. If an inspector should leave, for example, at 2 p.m. and return at 10 p.m., he would be entitled to claim two periods or one-half day, which at $4.00 per diem rate would be $2.00. The applicant, in the latter example, should be charged $2.00.

This supersedes instructions in Item 1c, Division Letter for July 25, 1930, which stated that meals should be charged at the rate of one-fourth of the per diem allowance for each meal.

When appeal inspections are made, which reverse shipping-point certificates, neither fee nor traveling expenses should be charged to the applicant. The expense account, however, should be submitted to Washington in the usual way.

3c. SCHEDULES OF COLLECTION

In transmitting checks, including amounts paid for expenses in connection with fruit and vegetable inspections incurred after June 30, 1932, the fund to be credited should be shown as "33303.18" (fiscal year 1933), instead of "32303.18," which applied to expenses incurred prior to June 30 (fiscal year 1932).

NEW MEXICO is reported to have 518,000 crates of cantaloupes this year, or twice as many as last season. Maryland also shows a big increase, with 1,012,000 crates this season, against 680,000 last year.

4c. EXTREMELY LOW PRICES PAID FOR WISCONSIN CHERRIES

Below is an exceptionally interesting letter, written by M. A. Russell of the Chicago inspection office under date of July 25. It will be remembered that Mr. Russell supervises the shipping-point work in Wisconsin:-

"I spent July 18 and 19 in Door County, Wisconsin, where the sour cherry crop was being harvested. As is generally known, this is the small district, confined to the upper end of the Door County peninsula, where the entire commercial cherry production of Wisconsin is concentrated. This season there was a fairly full set of fruit on the trees, but size and yield were considerably reduced by continued dry weather during the month prior to harvesting. When I was there, Early Richmonds were mostly picked and many orchards were well started on the Montmorency variety.

"For several years there have been three large factors in the marketing of this crop:- the Fruit Growers Union Cooperative and two large orchard companies. The Cooperative has normally marketed two-thirds or more of the crop, mostly through its canning plant at Sturgeon Bay and two smaller cold-pack plants. The remainder of the cherries were nearly all grown and shipped or canned by the two large orchard companies, each of which has its own canning plant and handles some fruit from independent growers in addition to that from its own orchards. In recent years the proportion of the cherries canned has steadily increased until last year when, I understand, less than 10% was shipped fresh, the great bulk of the crop going into cans and cold pack.

"I do not know of any fruit district in the Middle West more seriously affected by economic conditions than this one. Up to about a week or 10 days before packing started, many did not know whether their crop would be picked and harvested. This year the Cooperative is making no attempt to market fresh fruit or to furnish its members with crates for this purpose. Its factory is in operation and is getting a limited volume at 1¢ per pound. I did not learn whether this is paid at once or is to be paid after growers have received settlement for their 1931 cherries.

"The two independent orchard companies are also understood to be in very bad condition financially. A produce dealer from Marshfield, Wisconsin, appeared on the scene shortly before the season opened and offered 65¢-75¢ per 16-qt. crate. As this provides a small margin over cost of crates and picking, many growers decided to sell part of their crop to this dealer. At the time I was there, he was handling a considerable volume. Shipments were almost entirely by truck, although a few cars had been shipped.

"Pickers were being paid 1¢ per quart, or just half what they received last year. It was reported that many had tried it and quit, on account of being unable to earn enough to pay for board and lodging at 50¢ per day. But there seemed always to be others to take their places.

"For the first time in my knowledge of the district, many of the large growers were allowing thrifty buyers to enter the orchards and pick the fruit themselves. 'Pick Your Own Cherries' signs were common. On this basis, the orchardists furnished the ladders and picking containers, the buyer picking the fruit and paying 1¢ per quart for Early Richmonds and 2¢ for Montmorencys. These cherries were being taken out of the county in almost every kind of container, including milk cans and wash boilers.

"From the standpoint of inspection on fresh shipments, the work in Door County has been diminishing for several years and doubtless will be the lightest this season since the work was started. For several years the State has furnished inspectors at the canning plants to report the 'tare' on loads delivered by growers, but I have never assumed any supervision over that phase of the work."

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
PUERTO RICO:	A. S. Mason, 419 Ochoa Bldg., P. O. Box 1347, San Juan, P. R.	Citrus Pineapples	(year around)	
TEXAS:	H. T. Longino, c/o State Dept. of Agr., Austin, Texas	Fruits and vegetables	June 6	Aug. 6
GEORGIA:	O. G. Strauss, 620 Ga. Casualty Bldg., P. O. Box 859, Macon, Ga.	Peaches Watermelons	June 13 June 20	Aug. 6 Aug. 6
KANSAS:	V. V. Westgate, c/o State Board of Agr., Topeka, Kans.	Potatoes	July 5	Aug. 15
ARKANSAS:	R. B. Landrum, Springdale, Ark.	Grapes	Aug. 1	Aug. 20
MINNESOTA:	G. W. Christenson, 302 Gorham Bldg., Minneapolis, Minn.	Potatoes	July 26	May 31

REPORTS ON THE FOLLOWING PRODUCTS can be obtained from the offices indicated:-

Missouri potatoes..... F. M. Lyle, Kansas City office.
Indiana onions..... Inspection Service, Court House, Warsaw.
Iowa onions and cabbage..... R. C. Lindstrom, Des Moines office.
Arkansas (other than grapes). Homer Foley, Van Buren, Ark.

→ SUPERVISORS should promptly submit necessary corrections relating to this list.

5c. REVISED F.P.I.-8 LIST OF INSPECTION OFFICES

With this Division Letter, a supply of the revised (July 18, 1932) F.P.I.-8 list of inspection offices is being sent to each office on the list. Previous editions of this list should be destroyed. The revision shows 49 inspection offices in terminal markets. The reverse side of the sheet gives a good description of the service which is available to shippers and handlers of fruits and vegetables.

6c. ADDITION TO LIST OF PAST-DUE ACCOUNTS

The following should be added to the list of Past-Due Accounts:-

Norris-Devers Company, Oklahoma City, Okla. $11.74

7c. CALIFORNIA INSPECTIONS DURING JUNE

California Inspectors' Notes, dated July 15 at Sacramento, reported the inspection of 2,202 carloads of fruits and vegetables at shipping points in that State during June. The total included 62 shipside inspections at San Francisco, 29 at Los Angeles and 5 at San Bernardino. The leading districts were as follows:- Los Angeles 744, Santa Maria 251, Shafter 201, Stockton 134, San Francisco 126, ElCentro-Brawley 125, San Jose-Hayward 242, Dinuba 116, and Watsonville 62.

8c. SEBASTOPOL APPLE INSPECTIONS AT HEIGHT

California Inspectors' Notes dated July 22 included the following item:- "Apple inspection work is at its height in the Sebastopol district. C. G. Holme advises that approximately 50% of the cars certified are for export. Cool weather has held back maturity of the apples and this, together with poor market conditions, has held back shipments, so that they are considerably behind those of last year at this time."

9c. A REPORT ON MARYLAND INSPECTIONS

Standardization continues to be one of the principal factors of our marketing problem, says the University of Maryland Extension Service in its annual report covering the year 1931. Progress is reported principally through shipping-point inspection, which was extended last year to include raw tomato stock for canning factories.

From December 1, 1930, to November 30, 1931, there were inspected 2,254 cars of nine different commodities. For the first time in eight years of shipping-point inspection, a substantial number of requests were received for the inspection of early and summer apples, and about 70% of the total shipments of apples in the State were inspected. There was a marked decrease in inspections of peaches and potatoes, due to low prices and unsettled market conditions.

Inspection service on canning house tomatoes was conducted at 27 places in the State during the canning season. A general policy was agreed upon, whereby a majority of the canners bought tomatoes on a graded basis and paid for them at the rate of 150% of the basic price for U.S. No. 1's, 75% of the basic price for U.S. No. 2's and nothing for culls.

R. C. BUTNER,
Specialist in Inspection.

12b. PEAK MOVEMENT OF NORTH CAROLINA PEACHES EXPECTED NEXT WEEK

H. F. Willson wrote as follows from Candor, N.C., in a letter of July 26:

"The continued dry weather, prevailing during most of the past week, held back the movement of North Carolina peaches, and the outlook was not encouraging. The last two or three days, however, changed the situation. The entire North Carolina peach belt received some rain, although in a few localities it was relatively light. Candor and nearby points had a fairly heavy rain Sunday night, which was followed by cloudy weather on Monday. Shipments are expected to be light during the first part of this week, with probably a moderate movement on Friday and Saturday, July 29 and 30.

"There are a few Belles moving now, and this variety is expected to be at its peak by the latter part of this week and the first part of next. It is generally predicted that peak movement of North Carolina peaches will occur about August 5, with fairly heavy shipments through the following week."

REGULATORY ACTIVITIES

1e. AN INCORRECT MEMORANDUM OF SALE MADE A CONTRACT UNENFORCEABLE

The Secretary of Agriculture has ordered the Greenberg Brokerage Co., of Scranton, Pa., to pay $215.25 to R. W. Burch, Inc., of Plant City, Fla., as a result of a hearing held under the P.A.C. Act.

I. H. Greenberg, doing business as the Greenberg Brokerage Co., acted as broker in a transaction between Burch and the Union Grocery Co. at Scranton for the sale of a carload of oranges and grapefruit. Burch charged that Greenberg had made statements which led him to believe that a valid and binding contract had been entered into with the Union Grocery Co. Upon arrival of the car, the Union Grocery Co. rejected it on the ground that it did not conform to the specifications which they had given the broker. The car was resold for a net of $342.75, which was $215.25 less than the original contract price. Burch filed a complaint under the Perishable Agricultural Commodities Act and, after a hearing, the Secretary decided that, while Burch had furnished oranges and grapefruit conforming to the memorandum of sale issued by Greenberg, that memorandum did not conform to the instructions issued by the Union Grocery Co. and hence was not binding. Burch thereupon filed complaint against the Greenberg Brokerage Co. for having made a false and misleading statement for a fraudulent purpose, and the Secretary held that the Greenberg Brokerage Co. had made such false and misleading statements as to constitute a violation of the Act. A reparation order was issued in the amount of $215.25 with interest, and the facts were ordered published.

2e. CAR OF IDAHO APPLES REJECTED WITHOUT REASONABLE CAUSE

The Secretary of Agriculture has ordered M. P. Pecarovich, of Los Angeles, Calif., to pay Chaney & Rowell, Inc., of Nampa, Idaho, the sum of $169.50, as the result of a hearing held under the P.A.C. Act.

On or about December 24, 1931, Chaney & Rowell sold to Pecarovich a car of Jonathan apples, containing 660 bushel baskets at a price of $1.05 per bushel delivered. On arrival the car was rejected by Pecarovich and was resold at a loss of 15¢ per basket. Chaney & Rowell filed claim for reparation for the amount of this loss and for sundry items, such as extra ice, demurrage, brokerage charge, and cost of telegrams, amounting in all to $204.29. The Secretary held that the various items included in the damages in question were proper, with the exception of $34.79, - the cost of telegrams and telephone messages,- which was disallowed.

Pecarovich signed the formal agreement used by the broker in this case, which contained the specification "usual terms." This was understood by the parties to mean that payment was to be made on Saturday of the week following delivery of the produce. On the invoice for the car, the seller had, under the terms of sale, the word "cash," and Pecarovich based his rejection on the ground that he had bought the apples on "usual terms," whereas the invoice stated "cash." However, this contention was not made until after the car had been on track four days and the broker then informed Pecarovich that it was not a cash transaction. The latter, however, still refused to accept the apples and the Secretary held his rejection to have been without reasonable cause.

3e. AN OHIO FIRM IS FOUND GUILTY OF INCORRECT ACCOUNTING

The Secretary of Agriculture has found Mack Altschul and Ben Altschul, of Lima, Ohio, doing business as Altschul Bros. Co., guilty of a violation of the P.A.C. Act in that they rendered an incorrect statement of the gross receipts for a car of cabbage and failed to account for approximately one-third of the cabbage in the shipment.

The car in question was shipped to Altschul Bros. by the United Produce Company of Louisville, Ky., to be sold for the account of the shipper. Altschul Bros. rendered an account sales, showing gross receipts of $192.80 and net proceeds of $20.35. An investigation made by an employee of the Department disclosed that the sales-slips in files of Altschul Bros. showed gross sales amounting to $225.82 and that these sales-slips failed to account, after a proper allowance for shrinkage, for 6,359 pounds of cabbage. After this investigation, the United Produce Company offered to accept settlement from Altschul Bros. by the prompt payment of $100, which amount was afterwards paid. Complaint was then filed against Altschul Bros. by H. A. Spilman on behalf of the Department, alleging a violation of Section 2, paragraph 4, of the Perishable Agricultural Commodities Act. They were found guilty and the facts were ordered to be published.

4e. CASE DISMISSED BECAUSE DELIVERY WAS NOT MADE IN ACCORDANCE WITH TERMS OF CONTRACT

The Secretary has dismissed the complaint brought under the P.A.C. Act by Peter Fox Sons Co., Inc., of Chicago, against the L. & G. Feed Co., Inc., of Galesburg, Ill. This case involved a car of potatoes sold to respondent at a delivered price. Respondent rejected the potatoes on the ground that he had specified they must be free from all field frost and that the potatoes did show frost injury. Government inspection at destination showed that freezing injury was scattered throughout the sacks and so located as to indicate that it did not occur in transit. The Secretary held that complainant had failed to show by a fair preponderance of evidence that there was a breach of contract on the part of the respondent.

Domestic Wool Section:

5e. STATUS OF EXCESS WOOL PROFITS COLLECTIONS

The annual report on this work shows that the number of pending cases has been reduced during the past fiscal year from 23 to 14, and that the outstanding amount to be collected is about $197,701. A reaudit of a wool dealer's records in Chicago was made by H. V. DeMott during May and June. This case is to be argued before an Assistant to the Attorney General about the first of August, preliminary to filing the case for trial in the Federal Court. Another case, tried last November in Indianapolis, is awaiting argument before the Circuit Court of Appeals, as a step toward reaching the Supreme Court.

ALL EMPLOYEES WHO USE THE BUREAU'S LEASED WIRES FOR ANY PURPOSE should be very sure to read Item 3a on page 472 of this D.L.

6e. GUY W. GLASS BROKERAGE CO. PLEADED GUILTY UNDER PRODUCE AGENCY ACT

The Department of Justice has advised that on November 10, 1931, the Guy W. Glass Brokerage Co., of Memphis, Tenn., pleaded guilty to violation of the Produce Agency Act and was fined $1 by the District Court.

This case related to three cars of watermelons handled for the account of B. D. Anguish, of Chicago, in August, 1929. The investigation made by C. R. Newton revealed the fact that the defendant withheld $30 from the net proceeds remitted to the shipper and also represented to the shipper that no brokerage was being charged, whereas $25 per car had been deducted and shared by the defendant with another commission merchant. The Guy W. Glass Brokerage Co. thereby failed to make a correct accounting and made a false statement concerning the charging of brokerage, in violation of the Act.

7e. COHEN, ROSENTHAL & STOCKFISH FINED UNDER PRODUCE AGENCY ACT

Information has just been received from the Department of Justice that Cohen, Rosenthal & Stockfish, of Chicago, pleaded guilty before Judge Carpenter, in Chicago, and were fined $50 each and costs. This firm discontinued business in August, 1929, and was succeeded by the corporation of Rosenthal & Stockfish.

The case related to a consignment of 85 crates of parsley from Louisiana in February, 1929. Investigation was made by C. R. Newton and W. L. Evans in August, 1929, and they found that the gross receipts were practically twice the amount reported by the commission merchant to the shipper, thereby defrauding the shipper to the extent of $38.22.

8e. ACCEPTANCE OF GOODS AFTER PERSONAL EXAMINATION PRECLUDES FILING OF A LATER COMPLAINT AS TO CONDITION OF THE GOODS

The Secretary of Agriculture has ordered Frick Brothers, of Toledo, Ohio, to pay Carl E. Wimer, of Auburn, Indiana, $64.57 as the result of a hearing held under the P.A.C. Act.

Wimer sold Frick Bros. 50 bags of turnips, to be delivered to Toledo, Ohio. Frick Bros. accepted the turnips and gave Wimer's representative a check covering their cost. Payment was stopped on the check, and protest fees and other expenses were incurred. Frick Bros. admitted the contract and gave as a reason for not paying that the turnips were frozen. The evidence showed that Frick Bros. bought the turnips on sample and that, upon arrival of the truck containing the turnips, the representative of Frick Bros. climbed onto the truck and examined some of the turnips and ordered that they be weighed and taken to the warehouse, which was done. The Secretary held that this was a sale made subject to an examination by the purchaser and that, in such a case, if after examination the purchaser is satisfied with the commodity and accepts it, he cannot be heard to complain when on later and more-thorough examination he discovers the commodity was not what he thought it was on his first examination, unless by some fraudulent means the seller misleads the buyer in his examination and prevents him from securing complete knowledge of the condition of the goods. The failure of Frick Bros. to pay for the turnips was, therefore, held to be without reasonable cause and in violation of the Act.

- - BE SURE TO SHARE YOUR COPY OF THE D.L. WITH OTHERS IN YOUR OFFICE. - -
It is important that all employees read every issue.

9e. ANOTHER P.A.C. CASE DECIDED ON GROUNDS OF PERSONAL EXAMINATION OF GOODS

The Secretary of Agriculture has ordered Moore-Shields Co., of Toledo, Ohio, to pay Carl E. Wimer, of Auburn, Indiana, $56.41, as the result of a hearing held under the P.A.C. Act.

Wimer sold Moore-Shields Co. 50 bags of turnips which were delivered by truck to Toledo, Ohio. The buyer gave a check in payment for the turnips but afterwards stopped payment thereon. The buyer claimed that he had bought a previous truckload of turnips, thoroughly inspected it, and at the same time entered into a contract for the truckload of turnips involved in this case. The buyer claimed that the turnips were pithy and had been frozen. The Secretary held, however, that the Moore-Shields Co. had had ample opportunity to discover this by an examination of the turnips before acceptance, and, if they failed to make careful examination, they could not be heard to complain if, on later and more-thorough examination, they found that the commodity did not come up to expectations. In view of this fact, respondent's failure to pay for these turnips was held to be a violation of the Act.

10e. A MIX-UP IN PAYMENTS BY CHECK ADJUSTED IN DECISION OF P.A.C. CASE

The Secretary of Agriculture has ordered A. H. Peinhardt, operating and doing business as the Cullman Truckers Association, of Cullman, Ala., to pay Leon Brothers, Inc., of Buffalo, New York, $919.51, as the result of a hearing held under the P.A.C. Act.

This case involved a car of dewberries which were purchased by Leon Brothers and paid for by a check in the sum of $1,163.75, the check being mailed prior to arrival of the car. After selling the berries, Leon Brothers rendered an accounting, showing a loss of $624.70. After a telephone conversation, it was agreed that the loss should be split in two, and Leon Brothers sent a second check for $851.40, stopping payment on the first one. Through inadvertence the bank honored the first check. After some further negotiations, it was agreed that the case should be settled by the payment of $851.40, plus interest for one year, or a total of $919.51. The Cullman Truckers Association finally sent a check for this amount but it was returned by the bank marked "payment stopped." The Secretary found that there was due Leon Brothers the sum of $919.51, plus interest at 8% from May 28, 1932, and issued a reparation award in this amount.

11e. DAMAGES AWARDED A SHIPPER OF WASHINGTON JONATHAN APPLES

The Secretary has ordered Spector, Boxer & Lebovitz, of Chicago, to pay Prentice Packing & Cold Storage Company, of Yakima, Wash., $124.84 as the result of a hearing held under the P.A.C. Act.

This case involved a car of Jonathan apples, which was rejected by Spector, Boxer & Lebovitz on the ground that they bought the apples for cold storage and that these apples were unfit for this purpose. It was also claimed that the apples did not meet the sizes called for in the confirmation.

The broker who negotiated the sale said that, at the time, there was nothing said about the apples being for cold-storage purposes and that the buyer said nothing about this until a copy of the original Government certificate had been received. Confirmation of sale had been issued and it did not appear that the buyer objected to the terms thereof at the time. The Government inspection issued on the car showed the apples to be of uniform size in the

boxes, which would dispose of buyer's contention that they were not of proper size. It was held that the rejection of the car was unjustified and that the shipper was entitled to damages of $113.40, plus interest of $11.44, the total amount of loss suffered in resale of this car.

12e. UNJUSTIFIED REJECTION OF A CAR OF MICHIGAN GRAPES

The Secretary of Agriculture has ordered the Gilinsky Fruit Co., of Omaha, to pay $426.69 to F. L. Granger, of Benton Harbor, Mich., as the result of a hearing held under the P.A.C. Act.

Granger sold Gilinsky a car of Michigan Fancy table grapes in four-quart baskets. Upon arrival, the car was rejected by Gilinsky on the ground that the grapes were not Michigan Fancy table grapes and that the confirmation of sale provided for a special agreement "subject to buyer's inspection on arrival." As to the first contention, the car was inspected at destination by a Federal inspector and found to meet requirements for Michigan Fancy table grapes. With regard to the contention as to Gilinsky's right under the special agreement, the Secretary held that this was an f.o.b. shipment and that, regardless of the special agreement, Gilinsky was liable for normal deterioration in transit and that the deterioration which had occurred was not abnormal. After the car had been rejected, it netted only $39.49 upon resale. Gilinsky claimed that this indicated that it did not conform to the contract. The Secretary held this contention without merit, since the car was disposed of several days after arrival and its condition would have been affected by this delay, and since a car which has been rejected, regardless of whether the rejection is justified, is generally discounted upon resale. The damages of $426.69 represented the difference between the original contract price and the proceeds of the resale.

13e. SIZE OF ONIONS IS MADE GROUNDS OF COMPLAINT IN P.A.C. CASE

The Secretary of Agriculture has ordered the Agricultural Exchange, of Pittsburgh, to pay $365 to Fred McKown, of Warsaw, Indiana, as the result of a hearing held under the P.A.C. Act.

McKown sold the Agricultural Exchange a car of yellow onions f.o.b. Indiana, the stock to grade U.S.No. 1, 30% over two inches. The car was ordered shipped to Marshfield, Wisconsin, but at the request of the buyer was stopped in Chicago. The inspection at shipping point showed the onions to be U.S.No.1, 30% over two inches; a second inspection made at Chicago showed them to be U.S. No.1, 45% over two inches. Because of the second inspection, the car was refused by the Agricultural Exchange and was sold for freight charges, netting McKown $135.

The Agricultural Exchange contended that McKown did not comply with the contract as to size, stating that they had ordered onions 30% to 40% over two inches, and the second inspection certificate showed the onions to be 25% to 60%, averaging 45%, over two inches. While there was some mention of size in the preliminary negotiations, the broker who acted for both parties in negotiating the sale did not stipulate in the contract that the onions were to be 30% to 40% over two inches. The contract simply specified U.S.No.1 yellow onions. Since the onions complied with the contract, the rejection was held unjustified. The contract price of the car was $500, but it finally was sold for freight charges and netted only $135, the shipper claiming reparation in $365.

14e. UNJUSTIFIED REJECTION OF SIX CARS OF MINNESOTA POTATOES

The Secretary has ordered the Acme Hay & Mill Feed Co., of Sioux City, Iowa, to pay Leo H. Wright, of Moorhead, Minn., the sum of $788.80 as a result of a hearing held under the P.A.C. Act.

Wright sold the Acme Hay & Mill Feed Co. 13 carloads of potatoes, f.o.b. loading station, these potatoes to be U.S. No. 1 grade, with Federal-State inspection certificates furnished with invoice covering each carload, showing that the potatoes met requirements of the grade, the certificates to govern as to grade. The Acme Hay & Mill Feed Co. refused to accept six of the 13 cars, contending that the potatoes did not conform to the terms of the contract in that they were not ripe and mature; that the shipments were not routed according to instructions and cars could not be diverted, resulting in loss of sales; that the company was not protected by through tariff rate, and that the shipper failed to mark the bills of lading: "Hold on C., B. & Q. Ry. at Sioux City for orders," as instructed, thereby causing additional loss.

The contract between the parties called for U.S. No. 1 grade and there was nothing in it stressing the fact that the potatoes must be ripe and mature, and the evidence showed that they complied with the contract specifications.

With reference to contentions regarding the routing of the cars and the notations on the bills of lading, the Secretary held that the shipping instructions were not a part of the contract and failure to comply with them did not justify refusal to accept the shipments.

It was held that the rejection was not justified and a reparation award was issued in the sum of $788.80, with interest at 6% from October 1, 1931, this $788.80 being the difference between the original sale price and the net amount of resale of the rejected cars.

F. G. ROBB,
In Charge, Regulatory Branch.

OFFICE NOTES:-

R. C. Butner will go to Harrisonburg, Va., on Monday, where he will confer with officials of the West Virginia and Virginia Departments of Agriculture regarding various phases of the export certification work and other matters relating to shipping-point inspections.

Loyde M. Billman, of the Canned Fruit and Vegetable Grading Project, will go to Boston probably on Monday, where he will assist in the inauguration of the grading service on canned products, as well as dried fruits, jams, jellies and preserves for the city of Boston. This work will be handled by W. F. Plummer or one of the inspectors under his direction. Mr. Billman may be in Boston for about a week. Today he is in Baltimore, grading four carloads of canned snap beans for the Veterans' Administration.

E. P. Bostwick, of the Chicago office of the Canned Fruit and Vegetable Grading Project, is spending several days at Belvidere, Ill., inspecting and grading several thousand cases of canned peas for the Veterans' Administration.

T. C. J. Baker, of Mr. Carey's section, left Washington a week ago and is traveling to various points in Maryland, Delaware, New Jersey and Pennsylvania, making investigations under the Standard Container Acts. This work may require two or three weeks' time.

OFFICE NOTES (CONTINUED):-

V. H. Nicholson closed the market-news field station at Pocomoke City, Md., on Wednesday and can be reached by mail through the Washington office until further notice.

A. E. Prugh will report in Fresno, Calif., by the end of this week, where he will operate the market-news field station on grapes until November.

On Monday of last week, E. E. Conklin, Jr., and W. H. Hall, of the Chicago office, addressed a class from Northwestern University on the work of their respective projects. This class, in charge of Prof. Duncan, made a tour of the various Chicago produce markets and, while the visit to our Chicago office was not a part of the regular program, Prof. Duncan said that he considered it one of the most interesting and instructive events of the tour.

E. L. Ruch has completed his supervision of shipping-point inspections on Arizona cantaloupes, with headquarters at Phoenix, and probably has gone back to California, where he is a member of the inspection staff.

F. S. Zimmerman, who was supervising the shipping-point inspection work on Delaware apples, will return to his headquarters in New York City for the month of August, going back to Dover, Del., about Sepetmber 1, to handle the inspections on later varieties of apples.

R. B. Landrum, of the Tulsa office, will open a field station at Springdale, Ark., on Monday, from which place he will supervise the shipping-point inspections on Arkansas and Missouri grapes during the next month. He advises that some shipments of early grapes have already moved, at 20¢ per basket, f.o.b. The inspections may cover as many as 800 carloads. He also went to the Rush Srpings district of Oklahoma, to start watermelon inspection work there.

J. E. Dickerson, of the Indianapolis office, will spend most of next week at Trafalgar, Ind., where he will direct a training class of some 60 men, who will handle the inspections of cannery tomatoes in that State. M.A.Russell, of the Chicago inspection staff, also will go to Trafalgar, to assist in this training work.

J. J. Gardner, of the Pittsburgh office, spent Wednesday at Martinsburg, W. Va., and vicinity, making initial arrangements for the shipping-point work on apples, which he supervises each season.

G. W. Christenson advised from Minneapolis that the first inspections of Minnesota potatoes were made on Tuesday and that shipments will be quite heavy by August 1. All cars are to be inspected, with certificates showing U.S. No. 1 grade or percentage of U.S. No. 1 quality.

The Portland, Oregon, office has again begun to publish occasional mimeographed reports on crop and market conditions for nuts. First report of this season was published on July 19.

Please NOTE that the P.O. Box for A. S. Mason at San Juan, P.R., is No. 1347 instead of 1357.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 31 August 5, 1932

FRUIT AND VEGETABLE DIVISION LETTER

(Issued every Friday)

CONFIDENTIAL
Not for publication

1a. OUR DIVISION LETTER USUALLY A BI-WEEKLY HEREAFTER

We have a condensed Division Letter this week. It is expected that the next issue will be mailed on the usual date next week (Aug.12) and may be more like the Division Letters of the past. Thereafter the regular publication date will be on every alternate Friday, but whenever special instructions or communications of importance to any considerable number of the force need to be issued between these dates an extra Division Letter will be issued on the intervening Friday.

As a result of this change, and in order to comply with our most recent instructions concerning the content of the Division Letter, letters from the field will usually be condensed or abstracted more rigorously than in the past, eliminating all statements concerning shipments, which can be gathered from a study of the regular market news reports, and all of the material which will be simply history by the time the Division Letter reaches the field offices.

Items will be published which are so timely or which deal with such continuing conditions that the information contained will be of actual value to the field force after the Division Letter reaches them. Much which has been published in the past, although interesting and of some current value, has necessarily been history when it reached the field. In view of the reduced quantity of paper which the Department is permitted to use this fiscal year, it is felt that we can no longer give space in the Division Letter to crop and market items which are purely historical and can no longer affect the work of either news men or inspectors, even though they are interesting.

Field men are urged to continue to write us as fully as in the past, leaving to us the job of selecting and condensing for the Division Letter. Letters from the field are used in various ways, and they are particularly helpful to Mr. Fiske in preparing his regional market reviews on farm products.

Read The B.A.E. News. We shall not reproduce the items which it contains, and it is intended to carry all instructions from the Secretary and the Chief of Bureau. Mr. Olsen says: "Division letters should be confined to material of a technical nature which is of no direct interest to other divisions."

-WELLS A. SHERMAN

2a. BARREL-TYPE CONTAINERS FOR VIRGINIA POTATOES

In the potato market report for Thursday, August 4, the Cleveland office included the following quotations:- "Virginia barrel-type container Cobblers U.S. No. 1, 85 pounds, few $1.25; 50 pounds few 70¢."

In explanation it was stated:- "The Virginia barrel-type container is a new container, making its first appearance on this market. It is of round construction, made of slats, ventilated and bound by steel hoops."

(The following item is not confidential)

3a. QUOTAS FOR UNITED STATES FRUIT EXPORTED TO FRANCE

According to information received through the Department of Commerce, France has fixed quotas on the importation of fresh apples, pears, and certain other fresh fruits, according to ports of entry. The quotas for the group of undesignated countries, including the United States, are based on 10-day periods during each month. It is understood that the French decrees of July 9 and 31, which established these quotas on fresh fruits, are designed to prevent excessive imports, pending the enactment of increases in the French duties on this class of products. On a monthly basis (three 10-day periods added together), the quotas by ports of entry for the month of July were: Havre 15 metric tons, Bordeaux 15 metric tons, and Marseilles 120 metric tons.

For August, the quotas of undesignated countries, including the United States, are fixed for each 10-day period at 5 metric tons through Havre and 5 metric tons through Marseilles.

For September, an individual quota of 60 metric tons is fixed for imports from the United States through Havre for each 10-day period, and a quota of 5 metric tons per 10-day period is fixed for imports from undesignated countries, including the United States, through Marseilles.

It is understood that the quotas for imports through Marseilles are generally exhausted in advance by import licenses issued particularly for fruits other than apples and pears from Mediterranean countries.

The August quotas through Havre for undesignated countries, including the United States, are reported to be already exhausted by shipments of pears and early apples now under way. Excess August arrivals may exhaust the September quotas fixed for the United States as they become available.

4a. A MOST IMPORTANT INSPECTION DEAL ON TOMATOES FOR MANUFACTURE

The Campbell Soup Company, Camden, N. J., after conferences with Federal representatives and State of New Jersey officials, and after investigation of the cannery tomato inspection work in other States, has decided to have all of its tomatoes graded this season and paid for on the basis of the Federal grades. This new piece of work, which is of far-reaching importance, will require the services of 24 licensed inspectors during the next two months. It is the largest piece of inspection work at one point yet attempted on fresh products for manufacture. During the first week or 10 days, a special invitation is given all the growers to visit the grading yards in Camden, to see just how the tomatoes are handled. Other canning factories or soup factories in New Jersey are also using the grading system, under Federal-State supervision.

5a. WHEN YOU TRAVEL, BE SURE IT IS AT THE LOWEST RATE

The Traffic Manager of the Department calls attention to the matter of transportation expenses, in the following memorandum:-

"Railroads are offering very low round-trip excursion rates between many points, and any difference in rates must be considered by the (Government) traveler, unless he wants to pay the difference. The cost of subsistence, and stop-overs, and time of departure and arrival for advantage in working time, should be figured in all travel expenses."

MARKET NEWS SERVICE

1b. SEVERAL CROPS ABOUT TO MOVE ACTIVELY FROM COLORADO

Bryce Morris, of the Denver office, wrote as follows in a letter of July 30:-

"As the month of July ends, Colorado is at the threshold of the heaviest seasonal shipments of lettuce, green peas, pears and cantaloupes, which in normal seasons move in maximum volume during August. Market prices will determine to a great extent the shipments during this month, particularly on lettuce, green peas and cauliflower.

There are potential supplies of lettuce in the State to furnish between 500 and 600 cars during August. The San Luis Valley shipments have already started, and lettuce is ready to move in the Yampa section on the Western Slope, but prices are such as to discourage the most optimistic. Cooler weather, with general showers, late this week will aid materially green peas and cauliflower, and after a few days should tend to give better-quality lettuce. No f.o.b. quotations have been available on the limited movement of Colorado lettuce.

"The shipment of green peas is even a greater problem than that of lettuce for the coming month. In 1931 Colorado moved 411 cars of green peas during August. With the acreage practically double this season, 600 cars are entirely possible, and the movement probably will exceed 500 cars, if market conditions permit and weather conditions continue as favorable as they have been to date.

"Cauliflower movement so far this season has been chiefly from the immediate vicinity of Denver and is well ahead of last season's output to this time. The San Luis Valley shipments will increase rapidly after August 10, if prices can be obtained which will justify the movement.

"Recent advices from the Western Slope indicate that peaches have been doing very well and, with abundant water, sizes perhaps will be larger than usual. There has been very little insect injury or other damage to the peach crop to date, although pears have suffered somewhat from insect damage. Colorado growers are looking forward to 2,000 or more cars of peaches this season, and in addition the equivalent of 300 to 500 cars is expected to move by truck and l.c.l. express.

"Some damage was done to growing crops in the Arkansas Valley near Pueblo and Fountain Creek north of Pueblo on Friday night, due to heavy rains. All trains were delayed several hours, because both the Rio Grande and Santa Fe tracks were out for a short time. Rains were general throughout the State, and heavy rains around Greeley did considerable damage in that section."

2b. HEAVY UNLOADS OF ONIONS IN FORT WORTH AND DALLAS

In explanation of the exceptionally heavy unloads of onions at Fort Worth and Dallas during the month of June, M. C. Gregory of the Fort Worth office has advised that most of these onions are in cold storage in those markets. It is reported by speculators that there are about 470 carloads in storage. However, a part of that number was hauled in by truck and does not show in the unload reports.

3b. PEARS, PEACHES AND PRUNES FROM THE NORTHWEST

In a recent review published at Seattle, T. R. Hall gave the following timely information:-

"First Yakima Valley pears reached Seattle this week, and the carlot movement from Wenatchee is expected to start before July 30. Good-sized fruit is in prospect, but there is little demand. Early varieties of peaches are now being picked in Parker Heights and other early districts, for which growers are receiving around 35¢ per box.

"Attention soon will be directed to the Walla Wall prune crop, which is expected to start moving about August 15 or 20. Shipments aggregating 1,200 to 1,400 cars may be expected from that territory, and good-quality fruit is in prospect. The combined crop of prunes for fresh shipment from Washington and Oregon together is forecast at 56,000 tons, compared with 32,000 last year."

4b. CANADA PLACES A PROHIBITIVE DUTY ON FRUITS AND VEGETABLES

J. D. Hamilton, of the Portland office, included the following news in a review dated August 1:-

"An event of major importance last week was Canada's declaration of a prohibitive duty on all fruits and vegetables competitive to her own production. A large volume of produce of all kinds was hastened across the border prior to last Thursday, when the duty went into effect. Movement of Yakima and Wenatchee Bartlett pears was sharply cut off, just as fair volume of shipments was attained to Canadian points.

"Green peas in the Seattle and Portland districts were declining in quality; 300 acres in the Montesano district were just coming into bearing, with promise of excellent quality. The lower Columbia River district, of increasing importance this year with probably 300 acres of peas now being harvested, is mostly under contract with local plants for canning and freezing. The Idaho pea deal was cut short, due to extensive heat-damage a month ago. Eastern demand for green peas was very slow, with sales around $1 per hamper, f.o.b. shipping points at the end of July.

"Tomatoes from The Dalles and Yakima ruled the Coast markets to a great extent. Walla Walla's 125-car deal, which has attained some national prominence due to the excellence of quality of these tomatoes upon eastern arrival, topped all markets where they were offered, with sales at Chicago ranging $2.50-$3.50 per 30-pound lug. About one-half of the Walla Walla district tomatoes have now moved."

5b. NORTH CAROLINA PEACH MARKET SLOW AND WEAKER

H. F. Willson wrote as follows from Candor in a letter of August 2:-

"The North Carolina peach season is still slow getting under way. The weather for the past few days has been cool and partly cloudy, and the fruit is not coloring as it would ordinarily.

"The f.o.b. price has dropped sharply with the increased shipments from Georgia, North and South Carolina and the relatively heavy movement from California. Most of the trade in the receiving markets want Elbertas, and the bulk of the North Carolina shipments for this week will be Belles. Elbertas are expected to start in fair volume the latter part of the week, or around August 5."

B. C. BOREE,
Specialist in Market News

INSPECTION SERVICE

1c. EXAMINE CAREFULLY THE REVISED INSPECTION OFFICE ADDRESS LIST

With this D.L., all technical employees in the field will receive copies of the revised Inspection Station Address List, dated July 20, 1932. All inspectors should examine this new list very carefully, and report to the Washington office at once any errors or omissions. Locate your office and your name in the list, and be sure that all the data are correct. Copies of the last list, dated April 20, 1931, should be destroyed. Additional copies of the revised list can be furnished to all who need them.

2c. SUPERVISORS IN THE VARIOUS STATES

Every member of the Inspection Service should examine with special care the last page (No. 8) of the revised Inspection Station Address List, being distributed with this D.L.. Please note the Supervisors who are listed. In addition, it should be remembered that the following men, who are classified under certain city markets, also supervise the shipping-point inspection work in the States indicated:

Supervisor	States Covered
W. C. Lynn (Trenton)	New Jersey
D. M. James (Harrisburg). . .	Pennsylvania
M. W. Baker (Columbus) . . .	Ohio
G. W. Winfrey (Louisville) . .	Kentucky
F. M. Lyle (Kansas City). . .	Missouri potatoes
M. A. Russell (Chicago) . . .	Illinois and Wisconsin
R. C. Hastings (Fargo) . . .	North Dakota
E. F. McKune (Denver)	Colorado, Nebraska and Wyoming
L. S. Fenn (Salt Lake) . . .	Utah
W. F. Allewelt (Sacramento). .	California

3c. REVISED PRODUCTS CIRCULAR ON APPLES

With this D.L., all inspectors will receive copies of the revised inspection circular on Apples in Barrels, Baskets or Bulk. This should be substituted at once for the previous circular on such apples in the Receiving-Market Inspection Handbook. The revised circular has 22 pages or 11 sheets of paper.

4c. REVISED GRADES SENT TO INSPECTORS

With this D.L., each inspector will receive a copy of the revised grades for fresh tomatoes and cauliflower, which will be effective on August 15. These have been furnished through Mr. Pailthorp's office.

5c. ADDITIONS TO LIST OF PAST-DUE ACCOUNTS

The following should be added to list of Past-Due Accounts:

The Etchison Produce Company, San Benito, Texas $1.00

6c. DETAILS ON INSPECTIONS OF MINNESOTA EARLY POTATOES

G. W. Christenson sent the following information from Minneapolis in a letter of August 1:-

"Last week the shippers of early potatoes around Minneapolis signed an agreement to have all their cars inspected. There will be around 1,500 to 2,000 cars to be inspected by the first of September, if the potatoes can be sold.

"Very few of the cars will grade U.S. No. 1. While the potatoes in this section are better than they have been for a number of years, much scab is in evidence. In former years the growers have shipped everything, including culls. This year, in order to eliminate some of the worst stock, shippers made an agreement with the State that cars grading 85% U.S. No. 1 quality or better can be shipped without tags, providing such cars are covered by a certificate and are sold accordingly. The growers are somewhat 'up in arms' because no one will buy their culls. Just now they are holding back their stock on account of prices.

"I expect the Hollandale inspection deal to open by the 10th of this month."

(-READ Item 4a on page 490-) R.C. BUTNER, Specialist in Inspection.

REGULATORY ACTIVITIES

1c. CAR OF FLORIDA PEPPERS REJECTED WITHOUT REASONABLE CAUSE

The Secretary of Agriculture has ordered A. E. Freeman, of Philadelphia, to pay Harry W. Merrill, of Ft. Lauderdale, Fla., $597.50 as the result of a hearing held under the P.A.C. Act. Freeman had rejected a car of produce.

Merrill sold Freeman a car of peppers to be of "good quality." The Federal inspection showed that the crates marked No. 1 failed to grade U.S. No. 1 due to undersize, and that those marked No. 2 graded U.S. No. 2.

At the hearing, counsel for Freeman objected to the depositions submitted by Merrill on the ground that they were vague, indefinite, and uncertain, and also moved for a dismissal of the complaint on the ground that there was no writing to comply with the Statute of Frauds. The objections as to the depositions were sustained as to certain correspondence referred to in the depositions, but it was held that the depositions themselves were competent evidence. As to compliance with the Statute of Frauds, the contract was entered into in Florida and the laws of that State would govern. It was held that one letter from the broker in the case to the shipper contained all the essential elements of a note or memorandum, such as to comply with the Florida statute.

This letter also indicated that the car of peppers was to be farmers' grade and pack. There was nothing in this writing or in any prior oral negotiations to indicate that the peppers were to be U.S. No. 1 or U.S. No. 2. It was admitted that the peppers marked "No. 1" did not meet the requirements of U.S. 1, but the broker who negotiated the sale testified that the car was sold with the understanding that it would not be a car of strictly Fancy peppers; that it was to be the best car of peppers loaded up to that time. The Secretary held that the car complied with the terms of the contract and that the rejection was without reasonable cause. The reparation award of $597.50 represented the difference between the contract price and the resale price.

2e. NEARLY $1,500 MUST BE PAID FOR TWO CARS OF ~~FLORIDA~~ CALIFORNIA ORANGES

The Secretary of Agriculture has ordered E. H. Eskew & Son, of Los Angeles, to pay $1,453.90 to the Interstate Fruit Distributors, of Riverside, Calif., as the result of a hearing held under the P.A.C. Act.

The Interstate Fruit Distributors sold Eskew two cars of oranges for shipment in interstate commerce. Payment for the cars has not been made, but Eskew tendered notes in payment of the amount due, which notes the Interstate Fruit Distributors refused to accept. As a defense, Eskew set up certain counterclaims on other cars of oranges. Apparently no demand prior to the hearing was made on the complainant for the amount stated in the counterclaims, and on two of the claims it did not appear that the losses mentioned represented sums paid by Eskew. The Secretary held that the cars in question were inspected and accepted by Eskew before shipment; that the counterclaims presented by Eskew were not valid, and that Eskew, therefore, should pay the amount due on the two cars in question. Damages in the sum of $1,453.90 represented the contract price of the cars.

3e. INSTRUCTIONS BY THE BUYER CONCERNING DIVERSION AND SALE OF CAR OF FRUIT CONSTITUTE LEGAL ACCEPTANCE OF CAR

The Secretary of Agriculture has ordered J. P. Krapf & Son, of Hazleton, Pa., to pay $391.56 to H. S. Denison & Company, of Freewater, Oregon, as the result of a hearing held under the P.A.C. Act.

Denison sold Krapf a car of prunes and, before its arrival at Hazleton, Krapf gave instructions to Denison to divert the car to Scranton. After arrival at Scranton, Krapf again instructed that it be sold for his account, whereupon Denison ordered the car diverted to New York City. The Secretary held that such action on the part of Krapf & Son constituted acceptance of the car and they were liable for the amount of reparation claimed, which represented the difference between the contract price and the net proceeds of the sale at auction, plus the brokerage of $25.00.

4e. REPARATION AWARD OF NEARLY $2,000 ON SEVEN CARS OF GRAPES

The Secretary has ordered Louis Horowitz, of Detroit, to pay $1,950.21, with interest, to Stoerk Distributing Co., of Chicago, as the result of a hearing under the P.A.C. Act.

This case involved seven cars of grapes, which were rejected by the respondent upon arrival at destination. Respondent claimed that he rejected the grapes because they were not of the character and quality specified by him in his negotiations with the complainant. Testimony on behalf of the Stoerk Distributing Company showed that the grapes were purchased for Horowitz, f.o.b. Chicago, in accordance with instructions. It also showed that Horowitz was duly notified of the purchase price of the grapes and that they were inspected by the Stoerk Distributing Company's regular inspector. The Secretary held that the weight of the testimony in the case sustained the contention of the Stoerk Distributing Company and that the rejection was without reasonable cause. The reparation awarded represented the difference between the original prices of the cars and the amount realized on resale.

MEN IN A TRAVEL STATUS may sometimes fail to receive their D.L.- They should be sure to ask for any missing copies.

5e. UNJUSTIFIED REJECTION OF CAR OF TEXAS GRAPEFRUIT

The Secretary has ordered Henry Baum & Co., of Kansas City, Mo., to pay $468.35, with interest, to White & Lawler, Inc., of La Feria, Texas, as the result of a hearing under the P.A.C. Act.

White & Lawler sold to Baum a car of good-quality grapefruit, f.o.b. shipping point. The car was inspected at destination by a Federal inspector, who certified the grapefruit as U.S. No. 1. Baum rejected the grapefruit on account of decay, alleging that it failed to meet U.S. No. 1 grade. The Secretary held that the evidence showed that the grapefruit complied with the contract and that the rejection was unjustified. The reparation awarded represented the difference between the original price and the amount realized on resale.

H. A. SPILMAN,
Acting in Charge, Regulatory Branch

STANDARDIZATION AND RESEARCH

1d. A MORE RECENT DECISION REGARDING C GRADE APPLES IN NORTHWEST

Information just recently received through F. E. Bailey, of the Yakima inspection office, and J. D. Hamilton, of the Portland market-news office, is as follows:-

The reconvened Grade and Pack Conference, held at Wenatchee on July 27, voted the complete elimination of C Grade apples of all varieties from the State of Washington, with no change in the Extra Fancy or Fancy grades. It was also voted that the C Grade shall hereafter be known as the Washington No. 3, and that it cannot be wrapped or lidded but can be shipped loose in the present standard apple box. The first conference, held on July 8, had taken somewhat similar action, but had excepted the two yellow varieties. The second conference was necessitated by the State's Attorney General declaring the action void unless all varieties were excluded. Oregon's action in this matter has not yet been determined.

Mr. Bailey's letter includes this comment:-

"Several who were present at the conference in Wenatchee on July 27 have told me that opinion on the questions before the delegates was more sharply divided than at any State grade hearing on any commodity in recent years."

2d. ABOUT 150 COPIES NEEDED OF ALL STATE GRADE BOOKLETS

Supervising Inspectors in the various States, who send to the Washington office copies of State grade booklets or other grades, should please furnish us at least 150 copies, in order that we may supply each inspector with a copy. These should always be addressed to -

(-READ Item 4a on page 490-)

R. R. PAILTHORP,
Specialist in Standardization

PLEASE NOTE:- In view of the difficulty encountered in auditing the first pay rolls passed under the provisions of the Economy Act, it is likely that field checks will be delayed in some cases, and there also may be deductions of salary which will not be understood. Your patience will be greatly appreciated by the Washington force which handles this work.

OFFICE NOTES:

R. C. Butner expects to leave Washington on Sunday night and confer with inspectors in Boston, Hartford, Springfield, Providence, New Haven and New York City, possibly stopping also at Philadelphia. He may visit Camden, N.J., to look into the progress of the inspection work on tomatoes at the soup company's yards in that city.

W. E. Lewis, of the Standardization Project, plans to leave Washington on Sunday for a field trip of about two months' duration. He will visit State officials, canneries and other interested members of the trade first in Illinois, Iowa, and Minnesota and then in States eastward to Maine. Mr. Lewis will continue the field investigational work relating to grades for sweet corn for canning. He will demonstrate the use of the Federal grades for cabbage intended for kraut manufacture, and will study the application of the grades for cannery tomatoes at various canning centers.

R. L. Spangler, also of Mr. Pailthorp's project, has completed his investigational work in New York State and spent Monday and Tuesday with M. W. Baker, inspector at Columbus, Ohio, who probably will do some grading work on honey this season. From Columbus, Mr. Spangler proceeded to Chicago, where he conferred with local inspectors, and he has now gone to Des Moines and other points in Iowa, to instruct inspectors regarding the grading of various crops for canning.

J. W. Dykes, of the Regulatory Branch, spent part of last week in Philadelphia, Trenton, Newark and New York City, making investigations under the Produce Agency Act. This week he has had to return to Philadelphia for a few days, for a similar purpose.

C. R. Newton, who has been making investigations in the West of cases under the P.A.C. Act and the Produce Agency Act, is expected back in Washington by the end of this week. On Monday he probably will proceed to New York City, in company with C. P. Dorr, of the Solicitor's Office, where they will attend a hearing in the removal proceedings involving R. T. Cochrane & Co., members of which company were indicted some time ago in a Produce Agency case in the Federal court at Spokane, Wash.

- Paul M. Williams, in charge of the Canned Fruit and Vegetable Grading Service, expects to proceed within a few days to Biglerville, Pa., Rochester, N.Y., and other points in those States, where he will make investigations with a view to formulating official grades for canned apples and red, sour or bitter cherries, and snap beans.

D. C. Beeler, of the Chicago inspection staff, will proceed this week to Columbus, Ohio, where he will substitute during the next two months, while M. W. Baker is in the field, supervising shipping-point inspections.

J. D. Hamilton, of the Portland, Oregon, office, is spending the last half of this week in the Salem and Roseburg districts of the State, arranging for reports from growers and packers for inclusion in his periodical market bulletins on northwestern dried prunes.

OFFICE NOTES(CONTINUED):

B. H. Rowell, [illegible] of the Chicago inspection office, has gone to Indianapolis for three months, to handle the work in that market while J. E. Dickerson is supervising the work at shipping points in Indiana.

L. G. Schultz, Supervising Inspector in Idaho, was at Emmett last Saturday and attended the summer meeting of the Idaho State Horticultural Association. About 600 growers and shippers were present, and Mr. Schultz was on the program for a talk on the "Latest Export Requirements for Apples."

T. W. Ayres, who has been traveling to various points in West Virginia and Virginia, in connection with the licensing work of the Regulatory Branch, expects to reach Washington by August 10.

It is planned to open the market-news field station on cantaloupes at Rocky Ford, Colo., about August 17, with W. D. Hull in charge, and the field station on fresh prunes at Walla Walla, Wash., about August 19, with J. D. Hamilton in charge.

F. M. Lyle, who is supervising shipping-point inspections of Orrick, Missouri, potatoes, recently advised us that he is using six inspectors and that shipments have increased subsequently to the hot wave of mid-July. Inspection work may continue until August 15. As recently as July 28, Mr. Lyle made temperature tests around Orrick and found potatoes within one inch of the surface of the ground showing 98 degrees, and those from two to six inches below the surface showing a temperature of 96 degrees. One potato found lying in the sun along the railroad tracks registered 110 degrees.

7c. CROP NOTES AND INSPECTION NEWS FROM IDAHO

The following information came in a letter of August 1 from L.G. Schultz at Boise. It was received too late for proper classification under Inspection.

"Our potato inspection work in Idaho is making slow headway on account of the very low price being paid for this commodity. There is a large acreage of Bliss Triumphs to be moved. Within the next week or 10 days, shipments of Rurals should begin but, unless the market improves, I doubt whether the carloadings will be very heavy.

"Prospects for prunes are very good, as practically all growers report a heavy set and so far the drop has not affected the crop. Estimates generally run from 1,800 to 2,000 cars, which is considerably more than last year.

"The apple crop continues to be very clean of both worms and scale. If this can be maintained to the end of the season, there no doubt will be a slight increase in shipments over those of last year. The Jonathan crop, however, is very spotted and will be considerably shorter than last season.

"The onion acreage in Idaho is increased somewhat this year, but conditions to date have not been entirely favorable to the growth of this crop. Growers generally estimate a yield under that of last year, although conditions from now on may change this very materially." R.C.B.

MANY QUESTIONS are being received in the Washington office regarding leave on furlough. All employees should study carefully the front-page items in Division Letters for July 15 and 29, which will answer most questions.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 32 August 12, 1932

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication

1a. PROMPT SUBMISSION OF LEAVE-SLIPS IMPORTANT

Traveling field men, or men not regularly attached to a permanent branch office, are requested to be especially prompt in submitting leave-slips, covering any leave on furlough, so that proper action can be taken with respect to pay rolls, when salary deductions are involved. Leave-slips must always be submitted to the Washington office before leave is taken, not during or after the period of absence.

2a. FIELD AUTHORITY TO GRANT LEAVE

The authority previously granted to permanent representatives in the field to authorize leave without prior approval of the Division Leader to the extent of five days is hereby amended to include the approval of furlough leave which has been accumulated. All other leave should be approved in Washington prior to the taking thereof. The field representative approving leave under the above authority will personally be held accountable to see that proper notification is sent to the Division at the end of the month in connection with the confirmation of payrolls, and that leave-slips are submitted.

3a. FEDERAL TAX ON GASOLINE

We have just been advised by our Bureau Accounting Office that the departments of the Government are not to be exempt from paying the recently-imposed Federal tax on gasoline. Vouchers covering purchases of gasoline, therefore, should include in addition to the cost of the gasoline the amount of the Federal tax.

-WELLS A. SHERMAN

4a. IT IS ALL THE MORE IMPORTANT NOW

Beginning with this issue, the Division Letter usually will be published only every two weeks. However, there may be extra issues on some of the intervening Fridays. It is all the more important now that each person, who is on the mailing list, notice the page numbers or the serial numbers on the D.L.'s, so as to be sure he has received all the consecutive issues. Take care not to miss any issue. Every D.L. carries information essential to your work.

5a. GRAPEFRUIT FROM PUERTO RICO TO GET WIDER DISTRIBUTION

In a letter dated August 2 at San Juan, A. S. Mason gave an estimate of about 690,000 boxes of grapefruit, which will grade U.S. No. 2 or higher and which will be available for shipment from Puerto Rico during the remainder of this year. The monthly figures are: August 50,000 boxes, September 190,000, October 250,000, November 100,000 and December 100,000. Of this fruit, Mr. Mason estimates that approximately 60% will be of U.S. No. 1 quality, 10% U.S. No. 1 Russet quality, and 30% U.S. No. 2 quality. About 65% of the fruit will be 70's and larger, and 35% 80's and smaller.

In addition, there will be approximately 225,000 boxes of grapefruit ready to ship during these months which will not meet requirements of the U.S. No. 2 grade. Also during October and November there will be around 35,000 boxes of oranges of U.S. No. 2 quality or higher. Mr. Mason added:-

"This early crop of grapefruit is of extraordinarily good quality, being far better than last year. It is generally of a flat type and good shape, and mature fruit is showing more juice volume and higher sugar content than like fruit last season.

"Growers have appointed a committee to work out a distribution plan, restricting shipments to New York and making distributions through Charleston, Mobile and Houston. Steamship companies assure them of space to the latter ports of approximately 25,000 boxes a week, of which 85% can go under refrigeration. Distributors are being chosen in the above trade territories, and it looks as if there will be considerable movement of Puerto Rican fruit through Charleston, Mobile and Houston."

6a. DOES YOUR OFFICE RECEIVE THE B.A.E. NEWS?

In last week's D.L., Mr. Sherman called attention to the necessity of each office having a copy of The B.A.E. News, the official weekly paper of the Bureau. If any permanent branch office of our Division, or any traveling field man, does not at present receive The B.A.E. News, please advise the Washington office at once, so the matter can be corrected.

DO YOU EVER FIND BLANK PAGES?

Before the Division Letter is assembled and stapled, inspection of the mimeographed sheets is made, to detect any blank pages or any sheets which may have passed through the machine without being printed. However, even with this inspection, it sometimes happens that blank pages get into certain copies of the D.L. If you ever find such pages, please request a complete copy from the Washington office. Do not say to yourself:"Oh, well, I suppose there was nothing very important on that page which is blank in my copy." The most important instructions of the entire year may be on that particular page.

COOPERATIVE EMPLOYEES and salary deductions are covered in an article on page 5 of The B.A.E. News dated August 10. This was mentioned in our Division Letter, Item 4a, July 29.

MARKET NEWS SERVICE

1b. PROGRESS OF THE MELON AND VEGETABLE SEASON IN WASHINGTON

T. R. Hall, of the Seattle office, recently wrote as follows:-

"Watermelon harvest in the lower Yakima Valley of Washington will be under way about August 15. Western Washington vegetable growers have been forced to curtail their harvesting by adverse market conditions. Shippers of Iceberg lettuce are experiencing difficulty in getting freight charges for rolling cars, and the f.o.b. cash track market for Puget Sound green peas has declined to 80¢-90¢ per bushel hamper. A second crop of Iceberg lettuce is ready for cutting in some late districts. With the passing of the season on these two vegetables, interest will shift to celery, cauliflower and cabbage."

2b. ROCKY FORD MELONS RIPENING EARLY

In a telegram dated August 10 at Denver, Bryce Morris advised us that a hot spell, starting Saturday, is rapidly ripening Rocky Ford cantaloupes ahead of the expected time. It may be possible to ship as many as 60 or 70 cars daily, if markets permit. Recent temperatures in the Arkansas River Valley of Colorado have been around 100 degrees. The market-news office at Rocky Ford will be opened early next week.

3b. MIMEOGRAPH PAPER

In the past, it has been possible to ship emergency orders and small orders for mimeograph paper from a reserve stock held in Washington. Owing to the drastic reduction that has been made this year in the quota of paper delivered at Washington, it will be necessary during this fiscal year to fill all field requisitions for mimeograph paper direct from the mill of the paper contractor.

Therefore, all requisitions for mimeograph paper for field use must be placed far enough in advance to allow for this delivery from the mill. It is considered best to schedule requisitions so as to keep on hand at all times at least a three months' supply, and more if storage space will permit.

4b. ADDITIONAL SUMMARIES ISSUED

The Washington office has distributed this week a summary on "Marketing Colorado Onions, 1931-32 Season," by Bryce Morris, of the Denver office.

J. D. Hamilton, of the Portland office, has published an eight-paged summary on "Marketing Oregon Cauliflower, 1931 Fall Crop." Copies can be had directly from Portland.

5b. HEAVY MOTOR-TRUCK RECEIPTS IN PHILADELPHIA

As an indication of the importance of arrivals by truck, J. G. Scott of the Philadelphia office advised us that the equivalent of 416 carloads of fruits and vegetables reached the Callowhill and Dock Streets markets in that city on Tuesday by motor truck. Many old firms stated that was the heaviest day for truck or wagon receipts in their entire experience.

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
FRESNO, CALIF.* 319 Holland Bldg.	919	A. E. Prugh	Grapes	Aug. 2	Nov. 5
ROCKY FORD, COLO.	821	W. D. Hull	Cantaloupes	Aug. 16	Sept. 10
WALLA WALLA, WASH.	939	J. D. Hamilton	Fresh prunes	Aug. 19	Sept. 10
The following stations probably will open on dates indicated:					
BENTON HARBOR, MICH.*	838	R. E. Keller	Apples	Aug. 22	Oct. 29
			Pears	Aug. 29	Oct. 8
			Peaches	Sept. 8	Sept. 24
			Grapes	Sept. 21	Oct. 29
			Onions	Oct. 3	Oct. 29
			Potatoes	Oct. 3	Oct. 29
ROCHESTER, N. Y.* 300 Terminal Bldg.	837	R. L. Sutton	Pears	Sept. 1	Oct. 29
			Onions	Sept. 1	Apr. 8
			Carrots	Sept. 1	May 20
			Cabbage	Sept. 1	Mar.25
			Celery	Sept. 1	Jan. 14
			Apples	Sept. 8	May 20
			Peaches	Sept. 12	Oct. 8
			Grapes	Sept. 26	Nov. 5
			Potatoes	Oct. 3	May 20
The following stations closed on dates indicated:					
MACON, GA.* 715 Ga. Casualty Bldg.	833	R. E. Keller	Peaches	June 20	Aug. 11
CANDOR, N. C.* A.F.G. Building	935	H. F. Willson	Peaches	July 18	Aug. 16
MACON, GA.* 715 Ga. Casualty Bldg.	875	R. M. Peterson	Watermelons	July 18	Aug. 12

* State cooperating.

W. D. Googe) in the field,
R. G. Risser) traveling on
A. M. McDowell) licensing work.
R. L. Sutton) on furlough.
V. H. Nicholson)

J. B. Owens in Washington office.
B. E. Surry in Chicago.
R. M. Peterson in Baltimore office.
H. F. Willson to travel on licensing work.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

B. C. BOREE,
Specialist in Market News.

-- SEE Item 56 on page 509 --

INSPECTION SERVICE

1c. NEW ARRANGEMENTS FOR INSPECTION WORK IN STATE OF WASHINGTON

As a result of the conference held in Yakima, August 4, between C. W. Kitchen, Assistant Chief of our Bureau, and the Commissioner of Agriculture, E. J. Barnes, of Washington, and committees from the shippers' associations in Yakima and Wenatchee, an agreement has been signed involving a considerable reorganization of the shipping-point inspection work in the State of Washington.

Under this arrangement, George E. Harter will cease to be Supervisor of Horticulture of the State and will be succeeded by Wendell P. Brown, who for several years has been District Supervisor for the Yakima Valley. Mr. Brown will be designated as the head of the Federal-State shipping point inspection service in Washington, thus making a single individual responsible for the issuance of instructions to the field forces, as in California, Colorado, Texas, etc.

F. E. Bailey remains in the State as our full-time Federal representative and assistant to Mr. Brown in the supervision of the entire project. Mr. Harter is returned to the supervision of the Wenatchee district, which position he held before his appointment as Supervisor of Horticulture. Arthur C. Rich, who has been in charge of the Wenatchee district, is transferred to the Yakima district to succeed Mr. Brown. W. A. Hilgeson will not be returned to Wenatchee.

The point to be particularly noted by our field men is that Mr. Bailey will no longer have an organized office of his own at Yakima and will be expected to spend even more of his time than heretofore in travel throughout the State. All inquiries concerning inspection policies, interpretation of State grades, etc., such as our people may have heretofore addressed to Mr. Bailey, must now be addressed to Wendell P. Brown, State Department of Agriculture, Olympia, Washington, carbon copies being sent to F. E. Bailey, at Yakima, for his information.

Since Messrs. Bailey and Brown have been closely associated for many years and have worked harmoniously in everything that pertains to the inspection project, the new arrangement is expected to overcome many of the difficulties which have confronted our work in the State of Washington in the recent past.

-WELLS A. SHERMAN.

2c. CHANGES IN INSPECTION STATION ADDRESS LIST

In view of the above item by Mr. Sherman, please turn to page 8 of the revised Inspection Station Address List, distributed with the last D.L., and cancel the name of W. A. Hilgeson, under Wenatchee, Wash. Also on page 8 of the list insert:- Wendell P. Brown, Supervisor, State Dept. of Agriculture, Olympia, Wash. Mr. Hilgeson is assisting for the present in the Milwaukee office of the Inspection Service.

THE COMMERCIAL CROP OF APPLES is forecast at 30,200,000 barrels, compared with 34,500,000 barrels last season.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
KANSAS	V. V. Westgate, c/o State Board of Agr., Topeka, Kans.	Potatoes	July 5	Aug. 15
ARKANSAS	R. B. Landrum, Springdale, Ark.	Grapes	Aug. 1	Aug. 20

REPORTS on Indiana onion inspections can be obtained from Federal-State Inspection Service, Court House, Warsaw, Ind.

3c. PEACH INSPECTIONS IN SOUTH CAROLINA

George E. Prince, Supervising Inspector in South Carolina, wrote as follows in a recent letter from Columbia:-

"We are inspecting cars of peaches for the S.C. Peach Growers Association, the American Fruit Growers, and a few independent growers. However, there are around 150 cars in the McBee section, which are being handled by commission houses in New York, and we have not been able to line up that tonnage. Our percentage for inspection should be heavier than last year."

4c. PECANS BEING INSPECTED IN ST. LOUIS

On August 8 L.G.C. Peirce, inspector at St. Louis, wrote that he had just completed his first inspection of a lot of pecans, which are in storage in that market, and he expects to handle 70 more lots during the next three or four weeks. A representative of the National Pecan Marketing Association, who is reconditioning considerable quantities in storage at St. Louis, is having Mr. Peirce inspect and grade these pecans.

5c. GRADES SENT TO INSPECTORS

Under separate cover this week, copies of the following grades have been mailed to all inspectors:-

Revised U.S. Standards for Bunched Carrots.
Revised U.S. Standards for Farmers Stock Virginia-Type Peanuts.
Booklet: "Official Grades for the Standardization of Colorado Fruits and Vegetables, Season 1932-33."
With this D.L., each inspector will receive a copy of the Revised U.S. Standards for Rough Celery.

If anyone was overlooked in this distribution, he should request copies of the grades from Mr. Pailthorp's office in Washington.

6c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be added to list of Past-Due Accounts:

Jake Fruit Company,	Mercedes, Texas	$4.00
Pearlman and Marcus,	Pittsburgh, Pa.	$1.00
C. A. Buhrmaster Co.,	Yakima, Wash.	$4.00
Aroostook Brokerage Co.,	46 Clinton St., Boston, Mass.	$9.03

ROBERT BIER, Regional Supervisor.

REGULATORY ACTIVITIES

The following decisions have been rendered by the Secretary of Agriculture as a result of hearings held under the P.A.C. Act:

1e. WHAT CONSTITUTES "BEAUTIFUL" SPINACH?

The Secretary has ordered Barbere Farris, doing business under the name of Farris Brothers, Toledo, Ohio, to pay $265.75 to J. W. Myers Commission Company, Van Buren, Ark.

The J. W. Myers Commission Company alleged that, through a broker, Farris Brothers agreed to buy a car of spinach at 70¢ per bushel delivered and that they shipped a car containing 850 bushels of U.S. No. 1 spinach; that upon arrival the car was rejected by the buyer and afterwards resold at a loss of $265.75. The evidence showed that Myers offered a car of "beautiful, clean, heavy pack" spinach. No question was raised as to the spinach shipped being "clean and heavy pack." The only dispute was as to its being "beautiful" spinach.

The Secretary held that the term "beautiful" has no recognized meaming as a descriptive specification applying to spinach and it must be considered that it was used in this contract as a sales-talk term, denoting nothing more specific than generally-desirable quality. He further held that the inspection certificate showed the car in question to be of such quality and that it substantially complied with the terms of the contract, and the rejection, [illegible] therefore, was without reasonable cause.

2e. A TEXAS BROKERAGE COMPANY IS ORDERED TO MAKE REPARATION AS RESULT OF FALSE STATEMENT REGARDING CAR OF WESTERN LETTUCE

The Secretary has ordered the Shank Brokerage Company, Tyler, Texas, to pay $133.02 to the Sawdey California Co. Ltd., Los Angeles.

Complaint also was filed in this case against the H. Friedlander Produce Co., Tyler, Texas, but the Secretary dismissed the complaint so far as that firm was concerned.

This case involved a car of lettuce shipped by the Sawdey California Co. to the H. Friedlander Produce Co., as the result of an alleged contract of sale negotiated between these companies. The day before the car arrived, Friedlander announced his refusal to accept it, on the ground that the contract terms varied from the terms under which the car was tendered. It was found that no binding contract had been negotiated between the parties by the Shank Brokerage Co. and the report to the complainant that such contract had been made was found by the Secretary to be in violation of the P.A.C. Act as being a false report of the disposition of the car of lettuce for a fraudulent purpose. The case accordingly was dismissed, so far as H. Friedlander Produce Co. was concerned. The reparation order was issued against the Shank Brokerage Co. for the amount lost on resale of the car.

POTATO CROP ESTIMATES were reduced slightly during July and the August forecast was 367,000,000 bushels, compared with 376,000,000 last year.

3e. MISREPRESENTATIONS IN CONNECTION WITH SALE OF VIRGINIA SWEET POTATOES ENTITLE THE RECEIVER TO A REPARATION AWARD

The Secretary has ordered the American Distributors, Inc., Exmore, Va., to pay $145.50, with interest, to the Knaebel Produce Company, Pittsburgh, Pa.

The Knaebel Produce Company alleged that the American Distributors failed to deliver in accordance with the contract a carload of sweet potatoes. The American Distributors contended that the sweet potatoes complied with the terms of the contract and that the buyer had accepted an allowance upon arrival, thereby precluding the buyer from maintaining an action for additional reparation. The contract called for one car of U.S. Grade No. 1, good pack, Virginia medium-sized sweet potatoes, f.o.b. shipping point. The shipper contended that confirmation of sale containing these terms did not state the terms correctly, but the Secretary held that the terms shown in the confirmation were the correct terms of sale.

Upon arrival of the car, the buyer found that the sweet potatoes were small, under-grade, and showing heavy decay. The Knaebel Produce Company asked an allowance, and the shipper finally granted one of 15¢. The shipper contended that this action was final and that the buyer was bound thereby. The buyer, on the other hand, insisted that this allowance was accepted only on assurance that the shipper held a U.S. No. 1 shipping-point inspection certificate.

From the evidence offered, the Secretary held that the shipper did lead the broker to believe, and the broker in turn conveyed the information to the buyer, that there was a U.S. No. 1 inspection certificate at shipping point, whereas the American Distributors had no shipping-point inspection certificate on this car. The Secretary further held that respondent had failed to deliver sweet potatoes in accordance with the contract and that the complainant accepted the allowance because of certain false statements made by the sales manager of the respondent corporation, and that because of the fraudulent nature of these statements the complainant was not bound by acceptance of the allowance and was entitled to reparation in the amount lost on the car, or $145.50.

4e. MINIMUM SIZE OF ONIONS WAS MADE BASIS OF COMPLAINT

The Secretary has ordered Samuel Rosenblum, Inc., New York City, to pay $1,631.23, with interest, to the Blotz Seed & Produce Co., Rocky Ford, Colo.

Blotz alleged rejection without reasonable cause of 10 cars of Spanish-type onions. Rosenblum's defense was that the onions were not of the size required by the contract. The parties entered into a contract for 10 cars of U.S. No. 1 Spanish onions, $1\frac{3}{4}$ inches and up, not to exceed 3 inches, at $1.30 per cwt., f.o.b. Colorado shipping point, to be shipped during the month of September. On account of crop conditions, it was impossible for Blotz to ship all 10 cars during September; so it was mutually agreed that some of the onions could be shipped during October. As a result of this agreement, seven cars were shipped in September and three in October. After arrival in New York City, Rosenblum inspected the onions and rejected them on the ground that they contained onions of less size than $1\frac{3}{4}$ inches. He offered to accept eight of the cars, but this offer was refused and the cars were disposed of through other channels. Government inspection showed the cars to be U.S. No. 1 Spanish onions, $1\frac{3}{4}$ inches and up, the proportion of those less than $1\frac{3}{4}$ inches being within the tolerance. Rosenblum claimed that the contract called for a minimum

of $1\frac{3}{4}$ inches and that none of the onions should have been below that size.

The Secretary held that the parties could have stipulated that none of the onions were to be under $1\frac{3}{4}$ inches, but that there was nothing in the record to indicate that they intended to make an unusual contract in this respect and that, in the absence of such definitely-indicated intention, it should be assumed that it was their intention to recognize the usual trade practice. He, therefore, held that Blotz furnished onions in conformity with the contract and further held that Rosenblum's rejection was without reasonable cause. The reparation granted was for the difference between the contract price and the net proceeds received on resale.

5e. NINE P.A.C. CASES, INVOLVING NUMEROUS INTERESTING POINTS, DECIDED BY THE SECRETARY OF AGRICULTURE

The Secretary has taken action under the Perishable Agricultural Commodities Act in the following cases, in which orders of publication were not issued:-

Leon Bros., Buffalo, N. Y., vs. Wade & Newton, San Benito, Texas

This case involved a car of U.S. No. 1 Bliss Triumph potatoes sold at $2.15 per bag delivered. Leon Bros. claimed that the potatoes were inferior to those called for in the contract and failed to grade U.S No. 1. The controversy was based largely upon the difference between the shipping-point inspection certificate and the one issued at Buffalo. The shipping-point certificate, which covered the whole car, showed the potatoes to grade U.S. No. 1. Five days after arrival of the potatoes in Buffalo and after they had been unloaded, another inspection was made and certificate issued covering only 150 of the 490 sacks. This certificate stated that the potatoes failed to grade U.S. No. 1 on account of grade defects. The Secretary held that the complainant had not established, by a fair preponderance of testimony, any violation of the Act and dismissed the case.

Sobel Produce Co., Inc., New York City, vs. J. Andrew Cohill, Hancock, Md.

Complainant claimed that respondent had entered into a contract to sell three cars of Stayman Winesap apples and had failed to make delivery thereof. Respondent claimed that the broker did not have authority to make the contract or to confirm the sale as his agent. Upon receipt of the confirmation of sale, he telephoned the broker, refusing to accept the contract and followed this by a letter to the same effect. The Secretary held that the parties recognized the broker's lack of authority to make the sale without respondent's approval; that respondent had not, in fact, ratified and confirmed the sale and that the case should be dismissed.

Jos. Chalona Company, New Orleans, La., vs. Wade & Newton, San Benito, Texas.

Complainant claimed that the respondent sold Chalona Company a car of corn, f.o.b. shipping point, and failed to ship or deliver at the time and in the manner called for in the contract. Respondent denied having entered into such a contract, pointing out that complainant ordered a car of corn to be 75% U.S. No. 1 and that respondent could not furnish such a car and never agreed to do so. The Secretary held that careful analysis of the telegrams and facts did not disclose a definite contract between the parties and decided that the case should be dismissed.

Losman Produce Company, Pittsburgh, Pa., vs. Loxley Produce Company, Loxley, Ala.

This case involved a carload of sweet potatoes, sold f.o.b. Alabama. Upon arrival, the car was accepted and draft paid by the complainant, which company then attached the money after the payment had been made but before the net proceeds had been remitted to respondent. The Losman Produce Company also filed with the Bureau of Agricultural Economics a complaint under the P.A.C.Act. Complaintwas dismissed because the party complained against should not be required to defend an action at law and also a complaint under the Act at the same time involving the same subject matter.

Gillarde Bruns Co., Chicago, vs. W. H. Harrison Co., Washington, D. C.

Complainant alleged that they sold a car of U.S. No. 1 tomatoes f.o.b. St. Louis and that, upon arrival of the car at Washington, the respondent rejected the shipment without reasonable cause. Respondent contended that, in a telephone conversation regarding the car, nothing was said about U.S. No. 1 tomatoes and that respondent wanted Fancy stock, to meet the demands of the local trade. The car of tomatoes was rejected because respondent found that it contained sunburn, water rot, decay, irregular pack and under-grade tomatoes. Respondent also contended that no enforceable contract was established and that there was no signed writing, as required by the Statute of Frauds. The only writings signed by respondent, as shown in the record, were two telegrams, one asking for quotation of price and the other giving results of inspection made at Washington. These telegrams did not supply one of the essential elements of a sale contract,- i.e. the price; neither did they make reference to other writings. The Secretary dismissed the complaint, because the complainant had failed to show a contract calling for delivery of U.S. No. 1 tomatoes and failed to show sufficient note or memorandum to satisfy the Statute of Frauds.

S. Albertson Co., Inc., Boston, vs. Samuel J. Shallow Co.,South Boston,Mass.

This case involved a car of apples, for which Shallow collected $403.89 and failed to make payment. Payment was withheld because of a dispute between the respondent and the Waybright Produce Company, regarding a car of pears shipped to S. Albertson Co., Inc. The respondent, Shallow, looked upon himself merely as a stake-holder, and was willing to account on the basis of what the Department of Agriculture decided to be correct. The Secretary held that each case should be decided on its own merits and that Shallow should make payment of the amount due on the car of apples.

A. Christensen, Sarona, Wis., vs. T. D. Randall & Co., Chicago.

Complainant consigned a car of potatoes to be sold for his account. This was done and account sales rendered, but only $50 was paid on the net proceeds. Respondent admitted owing a balance of $286.20 and reparation order was issued in this amount.

Alexander Marketing Company, San Benito, Texas, vs. Hecht Produce Company, Grand Rapids, Mich.

This case involved a car of cabbage, which respondent rejected on the grounds that the heads were not solid and the pack was slack but accepted upon being granted an allowance of 15¢ per crate. Complainant claimed that the allowance was granted through misrepresentation and that the heads were

solid and the pack was not slack. The Secretary held that consideration of the telegrams involved in the case did not disclose any misrepresentation regarding the cabbage and that the allowance, therefore, was not obtained through fraud and that, because allowance had been granted, complaint could not be entertained under the P.A.C. Act.

Canter Distributing Co., Evansville, Ind., vs. Adams Pakcing Co.,Inc. Auburndale, Fla.

This case involved three carloads of bulk oranges, which the Canter Distributing Company agreed to accept and guaranteed payment on the basis of actual weight according to railroad freight bills, the net amount thus due being $1,016.40. Upon arrival of the cars, the Canter Distributing Company claimed that the weights claimed were not actually found in the cars and refused to make payment on that basis, remitting but $812.40. The Secretary held that the contract provided for settlement on the basis of actual weight, according to the railroad freight bills, and that the Adams Packing Co. had established this case in accordance with the contract. The Secretary further held that, if Canter Distributing Company had any reason to believe that the railroad freight bills were incorrect in regard to the weight, the matter could have been taken up with the railroad to have correction made at the time the oranges were accepted and disposed of. Since the Canter Distributing Company agreed to collect and remit on the basis of actual weight according to railroad freight bills, the Secretary held that they were liable in the sum of $204.00, the difference between the amount paid and the amount due.

6e. A CORRECTION

By mistake the word "Florida" appeared in the headline of Item 2e in last week's Division Letter. In preparing the material for publication, the editor had just written a heading for Item 1e about the car of Florida peppers. The next step was to write a headline for Item 2e, and his mind carried over the word "Florida" instead of "California" into the heading of Item 2e. The two cars of oranges mentioned in Item 2e were California fruit and not Florida fruit.

F. G. ROBB,
In Charge, Regulatory Br.

6b. PROSPECTIVE SHIPMENTS OF KAW VALLEY POTATOES.

The following information came in a letter of August 8 from R. E. Corbin, of the Kansas City office:-

"The Orrick, Missouri, shipping season for potatoes is practically finished. Kaw Valley of Kansas has approximately 1,500 cars yet to move, but probably not more than 1,000 to 1,200 will be loaded. The remainder likely will be trucked into Kansas City and other markets.

"Enough time has passed since the extremely hot weather to make it possible to throw out practically all decay at loading point. There are some fields that are turning out very little but decayed shells, and it is reported that many fields will not be dug at all. It is estimated that shipments may average around 50 cars a day for the next week or two, which could very readily be increased to 75 or 100 cars if markets justified such movement."

- H. F. WILLSON will continue issuing market reports on peaches at Candor until Tuesday, August 16, after which he will go to various points in Tennessee, Kentucky, Ohio and Michigan for the licensing section of the Regulatory Branch.

OFFICE NOTES:-

City officials in Boston are highly pleased with the inspection service being rendered on fresh fruits and vegetables, as well as the service which has been inaugurated on canned and dried products, for city institutions in Boston, according to Loyde M. Billman, who has just returned to Washington. Mr. Billman assisted in establishing the new work on canned fruits and vegetables for Boston instutitions. All of this work is being handled by inspectors connected with our Boston office. City officials estimate that thousands of dollars are being saved by using this grading system.

J. C. Bigger, in charge of the Easton, Md., office of the Canned Fruit and Vegetable Grading Service, recently spent some time in Harrisburg, conferring with State officials regarding the possible adoption of Federal inspection on canned fruits and vegetables for use in Pennsylvania State institutions.

O. G. Strauss has completed his supervision of shipping-point inspections in Georgia and will be traveling for the next two weeks to various points in that State, interviewing canners of pimientos, with a view to ascertaining the practicability of proposed Federal grades for that product.

R. E. Keller completed the news service on peaches at Macon, Ga., on Thursday. His next assignment will be at the Benton Harbor field station, where he will begin issuing market reports on various Michigan crops about August 22.

Inspectors will note that the names and addresses of A.S. Mason, H. T. Longino and G. W. Christenson have been dropped from the list of Temporary Headquarters of Shipping-Point Inspection Work, published on Page 504 of this D.L. This action was taken because the permanent addresses of those three men appear on the last page of the revised Inspection Station Address List, distributed with last week's D.L. The same is true with respect to R. C. Lindstrom, whose name appeared in a footnote on that table as supervisor of inspections in Iowa. He is located in Des Moines.

Robert Bier spent one day last week and W. E. Leigh, also of the Washington staff, is spending several days this week at Camden, N.J., helping to supervise the grading work on tomatoes for the Campbell's soup factory in that city.

W. D. Googe, of the Fort Worth office, has started on a six-weeks' field trip to various points in Texas, New Mexico, Colorado, Nebraska and Wyoming, where he will make a check of dealers and others who should be licensed under the P.A.C. Act.

R. L. Ringer, of the Portland inspection office, will handle the market reporting work in that city while J. D. Hamilton is in charge of the market-news field station on fresh prunes at Walla Walla, Wash., from August 19 to September 10.

R. M. Peterson closed the field station on watermelons at Macon, Ga., today and will go to the Baltimore office of the Market News Service for a while.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 33 August 19, 1932

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication

1a. POTATO GROWERS ORGANIZE AT STOCKTON, CALIFORNIA

In a radio talk on August 5 at San Francisco, C. J. Hansen said:-

"A new association just formed in the Stockton section of California claims a membership of 98% of the potato growers. Unlike most associations, it was not formed for the purpose of handling the sales, but represents more or less a gentleman's agreement to do and not to do certain things individually. To start with, each grower was required to deposit $50 per acre as an act of good faith. The principal objects of this association are to eliminate all No. 2 or small potatoes when a surplus exists; the regulation of harvesting, the selling and shipping to meet consumptive demands, the standardization of packs, and the elimination of destructive or unfair practices throughout the chain of distribution. This year the association plans to eliminate all No. 2 potatoes from marketing channels. They have agreed to neither sell nor transport for use any No. 2 potatoes, unless special permission is granted to do so. It is estimated this will reduce the California movement about 1,200 cars. Provision has been made, however, for charity distribution of the No. 2's through proper channels, such as the Red Cross or the Community Chest, for the destitute or the unemployed. Revenues of the association will be secured by the sale of tags costing 1¢ each. This tag must be attached before the grower can sell or transfer a sack of potatoes. If any grower is caught shipping or selling potatoes without the consent of the association, he is fined 10¢ per sack."

A later letter from H. E. Drobish of the Pacific Northwest Potato Committee, written at Berkeley, Calif., states that he was called to Stockton at the expense of the potato growers to help develop a plan for preventing the shipment this year of No. 2 Burbank potatoes from any of the western States. Conferences between California operators and those of Idaho, Washington, Oregon and Montana are contemplated for the early future.

2a. PER DIEM RATES FOR LESS THAN 24-HOUR TRIPS

In view of the change recently made in the branch-office latters of authorization from an actual-expense subsistence allowance to per diem in lieu of subsistence, attention is called to Par. 37 of the Regulations of the Department of Agriculture.

In this paragraph is outlined the per diem allowance for an employee in a subsistence status less than 24 hours and it reads in part as follows: "Each day of 24 hours will be considered as beginning at midnight. Per diem allowance for any day in which the employee is in a subsistence status less than 24 hours must be fixed separately and at a rate not to exceed $1 if the subsistence status period is 6 hours or less, $2 if more than 6 hours and not more than 12 hours, $3 if more than 12 hours and not more than 18 hours, and $4 if more than 18 hours."

MARKET NEWS SERVICE

1b. FAIR-SIZED PEACH CROP IN NORTHERN OHIO

A. B. Farlinger wrote as follows in a recent letter from the Cleveland office:-

"According to information recently obtained regarding the peach crop in the Port Clinton and Catawba sections of Ohio, generally referred to as the 'Island Section,' a very good crop is in prospect, with an estimated yield of 700 or 800 cars of Elbertas, as compared with about 1,100 cars produced last year. Elbertas are expected to commence moving about August 28, with the peak being reached about September 5.

"The crop is reported as being in good condition, free from insect injury and disease damage, and making satisfactory growth so far, with indications that the fruit will run good size.

"It is expected that the larger part of the tonnage will be moved by truck, and many of the nearby smaller markets will be supplied with peaches from this section."

2b. RECENT CROP NOTES FROM THE PACIFIC NORTHWEST

T. R. Hall included the following comments in a recent review, issued from the Seattle office:-

"Pear prices are discouragingly low. Canners offered $10 per ton for No. 1 Bartletts, but trading was very slow. Unfavorable market conditions for western Washington vegetables have resulted in an almost total cessation of shipping. Many fields of lettuce have been abandoned on account of low returns. Cauliflower, celery and cabbage are growing very well, but no demand has developed.

"Onion movement from the lower Yakima Valley is about at a standstill for the time being. Potato shipments average around 10 or 15 cars daily, and good quality Russets in Coast markets have been sold for about $1-$1.15 per cwt. A fairly good demand is reported from California markets."

3b. A GOOD CROP OF ONIONS IN INDIANA

W. H. Hall wrote as follows in a recent letter from Chicago:-

"I returned Thursday night (Aug. 11) from the onion section of Indiana, having spent a little more than three days visiting some 10 or 12 important shipping points. Indiana has one of the best crops of onions ever produced, both as to quality and quantity. I heard estimates of all the way from 4,600 to 6,000 cars. Digging was quite active, notwithstanding the low prices prevailing, 40¢-50¢ per cwt. for best U.S. No. 1 yellows. There will be little storing before the 10th of September, and just what percentage of the crop will move before storing starts will depend largely upon the condition of the market. The stock runs generally large, which should give Indiana some advantage over most other sections, as it is believed that large stock will command a fair premium over medium and small stock. The carlot movement should be fairly heavy by August 20."

4b. A NEW BULLETIN ON SHIPMENTS AND UNLOADS

Statistical Bulletin No. 38 has just come from the Printing Office. It is entitled: "Car-lot Shipments and Unloads of Important Fruits and Vegetables for Calendar Years 1929 and 1930." A footnote on first page says: "Compiled under the direction of Lucy Watt, Principal Junior Marketing Specialist." Miss Watt, of course, is known to most members of our staff as the one in charge of unload reports in the Washington office.

This bulletin of 164 pages is strictly a statistical bulletin. It gives detailed tabulations of car-lot shipments of 19 important fruits and vegetables and of 18 other commodities during 1929 and 1930, together with tabulations of unloads of 19 products in 66 cities during those two years, and a comparison of the shipments and unloads on the basis of originating States. The data are given on a monthly basis and an annual basis. Copies of the bulletin are available on request for all who have need of these data.

5b. CHANGE ON "C" PAGE OF CODE

On the "C" (Receipts and Supplies) page of the code, delete

CUTUT Supplies limited.

Correspondence with a number of branch offices concerning the interpretation of this term in market quotations has disclosed a rather wide variation in meaning or usage by different market reporters, and it therefore seems advisable to have it discontinued from the code.

6b. A BRIEF REPORT ON CALIFORNIA GRAPES

A. E. Prugh wrote as follows from Fresno in a letter of August 15:-

"The grape market continues dull, with hardly enough f.o.b. sales to quote. Auction prices have been slipping fast during the past few days, with the general average on Thompsons today (Aug. 15) $1.02, Malagas 85¢, Red Malagas $1.27 and Ribiers $1.62 per lug box. The transportation cost to Chicago is 63¢ on 32-pound lugs and 57¢ on 28-pounds; and to New York 64¢ on 32-pound and 59¢ on 28-pound lugs. Many small berries are reported in the Malagas and Red Malagas, and the Thompsons are on the border line of required sugar content. Last year's condition is reversed, with Thompsons selling higher than Malagas, and the premium on Red Malagas is considerably less than that of last season.

"We hear of some purchases of Muscat vineyards at $5 per ton, the buyer to do the picking. Desperate efforts are being made to organize the raisin pool. The first car of black juice grapes moved on August 9, and only 20 cars were shipped to the 14th inclusive. Tokays are expected to start from the Lodi district the last week in August. It is reported that the color will be good."

7b. ADDITIONAL SUMMARIES ISSUED

The Washington office recently distributed the following summaries:- "Marketing Western and Central New York Onions, 1931-32 Season," and "Marketing Western New York Carrots, 1931-32 Season," both of these summaries having been prepared jointly by R. L. Sutton and A. L. Thomas.

WENDELL CALHOUN,
Marketing Specialist

{ SEE Item 8b on Page 518 and Item 9b on Page 527. }

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
FRESNO, CALIF.* 319 Holland Bldg.	919	A. E. Prugh	Grapes	Aug. 2	Nov. 5
ROCKY FORD, COLO.	821	W. D. Hull	Cantaloupes	Aug. 16	Sept. 10
WALLA WALLA, WASH.	939	J. D. Hamilton	Fresh prunes	Aug. 19	Sept. 10
BENTON HARBOR, MICH.* 205 P. O. Bldg.	838	R. E. Keller	Apples	Aug. 22	Oct. 29
			Pears	Aug. 29	Oct. 8
			Peaches	Sept. 8	Sept. 24
			Grapes	Sept. 21	Oct. 29
			Onions	Oct. 3	Oct. 29
			Potatoes	Oct. 3	Oct. 29
The following station probably will open on date indicated:					
ROCHESTER, N. Y.* 300 Terminal Bldg.	837	R. L. Sutton	Pears	Sept. 1	Oct. 29
			Onions	Sept. 1	Apr. 8
			Carrots	Sept. 1	May 20
			Cabbage	Sept. 1	Mar. 25
			Celery	Sept. 1	Jan. 14
			Apples	Sept. 8	May 20
			Peaches	Sept. 12	Oct. 8
			Grapes	Sept. 26	Nov. 5
			Potatoes	Oct. 3	May 20

*State cooperating

W. D. Googe)
R. G. Risser)
A. M. McDowell) in the field, traveling on licensing work.
H. F. Willson)

J. B. Owens in Washington office.
B. E. Surry in Chicago.
R. M. Peterson in Baltimore.
R. L. Sutton on furlough.
V. H. Nicholson en route to Boston office.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
ARKANSAS	R. B. Landrum, P. O. Box 304, Springdale, Ark.	Grapes	Aug. 1	Sept. 15
		Apples	Aug. 1	Sept. 15
WEST VIRGINIA	J. J. Gardner, Boyd Bldg., Martinsburg, W. Va.	Apples	Aug. 20	Nov. 15

REPORTS on the following products can be obtained from offices indicated:
Indiana onions . . Federal-State Inspection, Court House, Warsaw.
Michigan onions . . Federal-State Inspection, Plainwell, Mich.

INSPECTION SERVICE

1c. GRAPES AND APPLES BEING INSPECTED IN ARKANSAS

The following news came in a letter of August 12 from R. B. Landrum, Supervising Inspector at Springdale, Ark.:-

"Shippers have influenced a large percentage of the grape growers to delay cutting the Concords until fully matured, but it now appears that, from the latter part of this week on, we shall be very busy. There are four inspectors working both apples and grapes at present, and several others are handling grapes. There is a great deal of speculation by growers and shippers as to whether or not it will be possible to market the entire grape crop. If this is done, it is estimated that we shall certify from 700 to 800 cars in Springdale alone, with possibly 300 or 400 to move from outside points. The present price of 7¢ per four-quart basket, however, is not much inducement to the growers.

"The apples, it is claimed, are of much better quality than in several years, and a few cool nights have greatly increased the color of Jonathans. Mr. Rouw, who is marketing many of the apples, has expressed the intention of trying to pack a good portion in boxes on the basis of the Washington Combination Fancy and Extra Fancy Grade.

"Missouri grapes are starting this week (Aug. 15) and up to date about six stations have filed application for inspection. Mr. Hammond is planning to open an office about Saturday in Monett or Springfield, to take care of all work which may develop on grapes or other products in that State.

"Oklahoma is doing very little at present. There are two men working on watermelons in the western part of the State."

2c. AN INCREASING PERCENTAGE OF OREGON SHIPMENTS IS BEING INSPECTED

W. L. Close has sent a very comprehensive and interesting report on the shipping-point inspection work in Oregon. The percentage of total Oregon shipments certified during the past five years has shown a continual increase, as indicated below:

Season	Percentage Certified	Season	Percentage Certified
1926-27.....	55%	1929-30.....	64%
1927-28.....	57%	1930-31.....	76%
1928-29.....	63%	Last half 1931	81%

The various products inspected showed a wide range during the 1930-31 season,- from one car of lily bulbs to 2,557 cars of potatoes. A considerable quantity of cold-pack strawberries, raspberries and blackberries was inspected, as well as some cherries in brine and some dried fruits. These products were in addition to the usual line of fresh fruits and vegetables.

3c. CHANGES TO BE MADE IN VARIOUS PRODUCTS CIRCULARS

Attached to this D.L., each inspector will find a sheet, indicating changes which should be made promptly in the Products Circulars.

- SEE LIST OF INSPECTION FIELD STATIONS ON OPPOSITE PAGE. -

INSPECTIONS FOR THE NAVY AND MARINE CORPS DURING JULY, 1932

Symbols:- N - NAVY M - MARINE CORPS	ALL FIGURES IN THESE COLUMNS REPRESENT POUNDS									
	Fruits and Vegetables PASSED		Fruits and Vegetables REJECTED		TOTAL QUANTITY INSPECTED		Cuts made to comply with specifications		Items Billed Short-Weight	
STATIONS	N	M	N	M	N	M	N	M	N	M
Great Lakes	204665	0	5470	0	210135	0	0	0	0	0
New York	213314	55828	12568	2187	225882	58015	0	0	0	0
Norfolk	206701	0	0	0	206701	0	0	0	0	0
Philadelphia	317368	23960	3328	55	320696	24015	673	38	0	0
San Diego	1141057	54925	53670	1802	1194727	56727	10529	465	0	0
San Francisco	741568	64986	30450	420	772018	65406	0	0	0	0
San Pedro	1310320	0	16843	0	1327163	0	4536	0	0	0
Vallejo	320022	26732	11433	495	331455	27227	323	0	0	0
Washington	30873	0	665	0	31538	0	0	0	0	0
TOTALS	4485888	226431	134427	4959	4620315	231390	16061	503	0	0
INSPECTIONS MADE FOR THE U.S. SHIPPING BOARD										
New York	5827		0		5827		0		0	
Norfolk	6685		0		6685		0		0	
TOTALS	12512		0		12512		0		0	
INSPECTIONS MADE FOR THE U.S. VETERANS' HOSPITAL										
Chicago	99230		29790		129020		0		0	
Great Lakes	73355		16350		89705		0		0	
Kansas City	20393		100		20493		0		0	
Milwaukee	135951		9265		145216		0		0	
New York	200602		10123		210725		0		0	
Philadelphia	22462		5470		27932		0		0	
St. Louis	40506		2425		42931		0		0	
TOTALS	592499		73523		666022		0		0	

The New York office also inspected the following:

	Fruits	Vegetables	Rejections
Dollar S. S. Line	10755	24311	1467
Munson S. S. Line	14331	22979	160
French Line	108328	79543	4720
American France Line	6291	20215	218
Columbia S. S. Line	1689	5218	1185
American Diamond Line	3410	11104	360
TOTAL	144804	163370	8110

The Great Lakes office also inspected and passed 8,280 doz. eggs, 4,956 lbs. butter and 946 lbs. cheese for the Navy. The San Pedro office inspected 46,975 lbs. bread, 21,484 lbs. butter and 3,748 lbs. cheese for the Navy. The Vallejo office inspected 31,619 lbs. bread for the Navy. The New York office also inspected for the U.S. Department of Justice (Federal Jail) 10,594 lbs. fruits and vegetables.

RECEIVING-POINT INSPECTIONS DURING JULY, 1932.

Markets	Total Inspections	Inspections Same Month 1931	Inspections for Carriers	Declined for Lack of Time	Total Fees
Atlanta	20	83	4	0	$ 80.50
Baltimore	30	70	6	0	105.50
Birmingham	-	6	-	-	--
Boston	226	592	152	0	1,065.26
Buffalo	38	33	5	0	145.59
Chicago	116	250	17	0	520.08
Cincinnati	20	46	0	0	115.71
Cleveland	97	46	16	0	481.18
Columbus	15	25	1	0	60.00
Dallas	2	6	0	0	6.50
Denver	33	26	5	0	139.00
Des Moines	0	9	0	0	00
Detroit	69	85	0	5	264.50
Fort Worth	8	10	2	0	29.00
Harrisburg	7	7	4	0	37.04
*Hartford	71	-	17	2	304.50
Houston	42	-	1	0	182.45
Indianapolis	14	29	0	0	74.44
Jacksonville	16	3	0	0	61.00
Kansas City	44	75	26	0	170.50
Los Angeles	4	0	0	0	10.50
Louisville	9	7	0	0	37.00
Memphis	29	65	15	0	123.00
Milwaukee	165	271	59	0	544.97
Minneapolis	19	34	6	0	75.00
Newark	65	81	0	0	281.70
New Haven	38	70	5	0	156.77
New Orleans	126	125	29	0	257.00
New York	590	582	353	0	2,540.61
Norfolk	5	3	0	0	17.00
Omaha	20	39	17	0	68.00
Philadelphia	119	138	9	0	509.37
Pittsburgh	184	165	84	0	641.00
Portland	5	5	0	0	18.50
Providence	26	19	2	0	107.70
Rochester	27	31	0	0	126.76
St. Louis	64	80	10	0	222.50
Salt Lake City	1	2	0	0	4.00
San Francisco	0	0	0	0	127.00
#San Juan	1	0	0	0	4.00
Scranton	16	1	2	0	68.24
Seattle	4	4	0	0	16.00
Springfield	40	40	8	0	209.63
Toledo	-	33	-	-	--
Trenton	0	1	0	0	00
Tulsa	4	6	0	0	12.00
Washington	22	53	11	0	134.50
Wilkes-Barre	14	33	1	0	59.20
TOTAL	2,465	3,289	867	7	$10,214.70

*Office opened July 1. #Compiled from certificates in files.

4c. SPECIAL INSPECTIONS IN CLEVELAND AND BOSTON DURING JULY

The following inspections were made during July under agreement with the Northern Ohio Food Terminal at Cleveland:-

Total	2,181
Nickel Plate	1,254
B. and O.	46
Erie	17
Pennsylvania	669
Kroger's	94

The following inspections were made during July for various city institutions in Boston under a special agreement:-

Passed	272,894 lbs.
Rejected	7,147 lbs.
Total	280,041 lbs.

5c. ONION INSPECTIONS STARTED IN MICHIGAN

In a letter of August 15 from Indianapolis, J. E. Dickerson wrote in part as follows:-

"I have just returned from Plainwell, Michigan, where we have established a district office and started onion inspection work in that State. We probably will inspect the first car of onions at Hooper today. We also have an application for inspecting approximately 100 cars of celery, beginning about September 15.

"From the reports we have received about adverse growing conditions, the Michigan crop has been reduced at least 5% within the past 10 days, and it is quite probable that the Indiana crop has been reduced that much also."

6c. ADDITIONS TO LIST OF PAST-DUE ACCOUNTS

The following should be added to list of Past-Due Accounts:

J. B. White Company,	Boston, Mass.	$56.00
E. M. Shoemaker,	Jacksonville, Texas	4.00
Mackay & Lehman,	Weslaco, Texas	8.00

R. C. BUTNER,
Specialist in Inspection.

- (Continued from Page 513)

8b. LIGHT YIELD OF POTATOES EXPECTED IN PARTS OF MINNESOTA

The following items are from a letter of August 15, written by L. C. Tate, of the Minneapolis office:-

"Minnesota sandland yields on Early Ohio potatoes are fair. However, present hot, dry weather portends ill for the late crop in nearby territory. Dealers anticipate a light yield and small size on the regular crop at stations north of Minneapolis. Farmers are now being paid 30¢ per cwt. bulk outweight for stock grading between 85% U.S. No. 1 and U.S. No. 1. Only an occasional car meets grade requirements, most scoring around 90%.

"During the past two weeks, many reports have been received locally concerning the unfavorable crop outlook in the Red River Valley. Light yields are indicated, and even the best fields are reported to be rather spotted." - W.C.

STANDARDIZATION AND RESEARCH

1d. ILLINOIS STANDARDS FOR APPLES

The Illinois Department of Agriculture has issued Illinois standards for marking, branding and inspection of apples, effective June 20, 1932. These grades are the same as the U.S. grades except that they have not adopted the U.S. Commercial or U.S. Combination grades. They have, however, adopted a grade known as "Illinois Orchard Run Grade," which consists of not less than 40% of U.S. No. 1, remainder being U.S. Utility. A tolerance of 10% by weight is provided for apples below the requirements of U.S. Utility Grade, but not more than one-tenth of this amount or 1% shall be allowed for decay. Copies of these grades will be forwarded from the Chicago office to those markets which are likely to be called upon to inspect Illinois apples.

2d. REVISION IN COLOR REQUIREMENTS FOR MASSACHUSETTS GRAVENSTEIN APPLES

Last summer a copy of Department Circular No. 50, dated August 1, 1931, and containing the Massachusetts Official Grades, Rules and Regulations, was mailed to receiving markets. We have just been notified by Dr. Arthur W. Gilbert, Commissioner of the Massachusetts State Department of Agriculture, that effective August 1, 1932, the color requirements on Gravensteins were changed to read as follows: "Massachusetts Extra Fancy 15%; Massachusetts Fancy none; Massachusetts Combination A none." Inspectors are requested to make this change in their Massachusetts grade pamphlet.

3d. IDAHO GRADE BOOKLET

With this D.L., each inspector will receive a copy of the Idaho grade booklet for the 1932 season. L. G. Schultz wrote in explanation:- "There are a number of important changes this year. The most important change is that in the apple grades. You will note that Idaho has officially adopted the Washington Extra Fancy and Fancy grades, retaining their old 'C' grade with the addition of one more sting. It may be well to call this change to the attention of market inspectors, as it is the first radical change made in Idaho apple grades for several years."

4d. CHECK LIST OF U.S. STANDARDS

Each inspector is being furnished with this D.L. a revised Check List of U.S. Standards for fruits, vegetables, peanuts, pecans and honey. Please examine the list carefully, and request copies of the latest revisions of any grades on which you do not have the latest issue. There are 75 different standards listed.

R. R. PAILTHORP,
Specialist in Standardization.

REGULATORY ACTIVITIES

The following decisions have been rendered by the Secretary of Agriculture as a result of hearings held under the P.A.C. Act:

1e. CHICAGO FIRM MUST PAY $1,127 ON CAR OF TEXAS TOMATOES

The Secretary has ordered P. W. Coppersmith & Company, Chicago, to pay $1,127.63 with interest to the Alexander Marketing Company, San Benito, Texas.

The Alexander Marketing Company charged P. W. Coppersmith & Company with having rejected without reasonable cause a car of tomatoes, which they had contracted to buy. It was claimed that a representative of the buyer called at the office of the shipper and entered into an oral contract for a car of tomatoes at a price f.o.b. shipping point, with the privilege of Government inspection at Chicago for the purpose of determining whether there was blight decay in excess of 5%. Thereafter, certain telegrams passed between the buyer in Chicago and the shipper in Texas, which telegrams were made a part of the record, with the contention that the telegrams confirmed the oral contract. The buyer contended that there was no oral contract and that the telegrams did not constitute a contract and that the laws of Illinois, which was the place of delivery, governed as to the applicability of the Statute of Frauds.

The Secretary held that it was not necessary to determine whether the telegrams did or did not set forth a contract between the parties, because a fair preponderance of the testimony showed that there was a definite oral contract entered into by the parties in the State of Texas, which has no Statute of Frauds; that part of the car was loaded in the presence of the representative of the buyer; that this was an f.o.b. shipping-point contract and that, although it was true that shipper agreed that the car should show not more than 5% blight upon its arrival at Chicago, the Government inspection certificate as to condition showed that it did not contain more than the 5% blight agreed upon.

P. W. Coppersmith & Company cited two Supreme Court cases, which they contended supported their claim that the contract was governed by the law of Illinois and not Texas. In one of these the Court said: "The parties cannot be presumed to have contemplated a law which would defeat their engagement." Applying the principle to this case, it is not reasonable to suppose that the two contracting parties in the State of Texas contemplated that this car should be shipped to Chicago where the statute of Illinois would render it unenforceable. The other Supreme Court case cited was considered by the Secretary to be based on facts so different from those in this case as to constitute an authority for neither buyer nor seller.

The Secretary held that a valid contract of sale had been entered into and that the shipper delivered tomatoes in conformity with the contract. He issued a reparation order in the amount of the difference between the original price and the resale price.

2a. A NEW ORLEANS FIRM IS HELD LIABLE FOR PRICE OF CAR OF TOMATOES

The Secretary has ordered the Segari Distributing Company, New Orleans, to pay $371.07 to the S. Rianda Packing Company, Inc., Salinas, California. The Mallard Brokerage Company, of New Orleans, was also named as the respondent in this case, but the Secretary dismissed the complaint against this company.

Through the Mallard Brokerage Company, the Rianda Packing Company sold Segari a car of No. 2 tomatoes at a delivered price. Segari accepted the car but failed to pay the purchase price thereof. Rianda claimed the car was sold to the Mallard Brokerage Company and that company should remit. However, the records showed that Rianda paid the Mallard Brokerage Company the brokerage fee, and also indicated that Rianda knew that Mallard was acting only as a broker. The Segari Distributing Company admitted purchasing the car and that they had forwarded a check in payment, which was returned because of insufficient funds. This was due to the fact that certain debtors had failed to pay, and the company was forced to discontinue business in February, 1931. The Segari Distributing Company, therefore, was held to have violated the provisions of the Perishable Agricultural Commodities Act and to be liable for the pruchase price of the car, $371.07, with interest at 6%.

3e. A COLORADO PRODUCE COMPANY ORDERED TO PAY FOR FIVE CARS OF POTATOES

The Secretary has ordered the Jagger Produce Co., Pueblo, Colorado, to pay the Enos Mosher Co., San Francisco, Calif., $489.52 with interest, as the result of a complaint filed under the P.A.C. Act.

The Enos Mosher Co. alleged that they sold five cars of potatoes to Jagger Produce Co., the total net sale price of which was $489.52, and that the Jagger Produce Co. accepted the cars and issued a check in payment therefor but later stopped payment on it. The Jagger Produce Co. admitted the allegations of the complaint, stating that at the time the check was drawn, August 25, 1931, they did not have sufficient funds to pay for the cars and that an agent of the broker induced them to post date the check to September 2, 1931, and that, on that date, the company was insolvent and is now insolvent and unable to pay the amount.

4e. COMPLAINT DISMISSED BECAUSE OF UNENFORCEABLE CONTRACT

The Secretary has dismissed the complaint brought under the P.A.C. Act by Goldstein & Mallinger, Pittsburgh, Pa., against Hutchinson-Clark, Inc., Pittsford, N. Y.

Goldstein & Mallinger charged that Hutchinson-Clark had failed to deliver without reasonable cause four carloads of Baldwin apples, which they had purchased and that, as a result, they had been damaged in the amount of $330.08. Hutchinson-Clark claimed that the alleged contract was unenforceable under the Statute of Frauds and that they had never agreed to ship the apples in question. The evidence showed that the negotiations were carried on by telephone and that the only writing relating to the contract was a letter from Goldstein & Mallinger to Hutchinson-Clark, Inc., setting forth the terms of the transaction. This letter would meet all the requirements of the Statute of Frauds, had Goldstein & Mallinger acted as brokers in the transaction and thus represented Hutchinson-Clark, Inc. The record failed to support such contention but showed that Goldstein & Mallinger were the purchasers. The case, therefore, was dismissed on the ground that the contract was unenforceable under the laws of the State of New York.

CALIFORNIA shipped nearly 1,700 cars of peaches last week, but almost all of them went to canneries or drying plants.

5e. USE OF TERMS WITH DEFINITE MEANING NECESSARY IN PRODUCE BUSINESS

The Secretary has dismissed the complaint brought by DeMaria & Janssen, Inc., Kansas City, Mo., against the Alexander Marketing Co., San Benito, Texas.

DeMaria & Janssen alleged that they pruchased from the Alexander Marketing Co. a car of green beans of good quality and good pack; that upon arrival the car was found to be of fair to poor quality, and that as a result they had suffered damages in the amount of $296.70.

The Secretary's decision states that this complaint is an example of many which arise, when the parties use terms which have no definite meaning in the produce trade. In this case, the buyer at Kansas City had certain things in his mind when he specified "good quality and good pack," but the seller at a distant point had other things in his mind. What may be understood to constitute good quality, good pack, green beans at Kansas City may not be so understood at San Bentio, Texas. There can be no definiteness in a contract of this kind.

Because the contract was on an f.o.b. basis, title to the beans passed at San Benito, Texas, when the commodity was turned over to the railroad. For this reason, the meaning of the expression "good quality, good pack" must be construed in view of the understanding and meaning by the trade of those words at the shipping point. The car was examined at Kansas City by a Federal inspector four days after it was shipped, and was found to contain approximately 15% grade defects. It is, therefore, reasonable to suppose that these beans at time of shipment must have graded at least 85% U.S. No. 1. The question thus remaining for determination was whether these beans, grading 85% U.S. No. 1, satisfied the designation of "good quality," as that term is understood by the produce industry in San Benito and the surrounding shipping section of the Rio Grande Valley. From the testimony offered, it appeared that, when shippers in that Valley quote "good quality" beans, they mean that the beans grade somewhat below the U.S. No. 1 standard and that receivers in purchasing "good quality" beans anticipate receiving beans of less than U.S. No. 1 grade. Some testimony was offered to the effect that the generally-accepted meaning of "good quality" in that territory has always been from 75% to 85% U.S. No. 1 and that a car, arriving at destination showing 85% U.S. No. 1, would be good quality. The Secretary, therefore, held that the beans at time of shipment met the requirements of "good quality" as understood in the produce trade in the Rio Grande Valley.

With regard to specification of "good pack," an inspection at Kansas City showed the hampers to have been "mostly level full, few slack, 1 to 2 inches." Complainant has not charged, however, that the pack was unsatisfactory or that it did not meet the requirements of "good pack," and the shipper offered testimony to show that the pack was satisfactory at time of shipment. It was held that DeMaria & Janssen had failed to establish their case and that the matter should be dismissed.

6e. TERMS OF CONTRACT ARE MADE BASIS OF DECISION IN P.A.C. CASE

The Secretary has ordered S. G. Scott, Elizabeth City, N. C., to pay $103.60 with interest to the Losman Produce Co., Pittsburgh, Pa.

The Losman Produce Co. complained that Scott failed to deliver a car of potatoes in accordance with the terms of the contract in that the potatoes were dirty, dark and sandy, and slack pack. The principal question was as to

the terms of the contract. The Losman Produce Co. wired an offer to accept a car of potatoes "same confirmation as previous car" and Scott confirmed on this basis. The purchase and sale of the previous car had been made through a broker who supported the buyer's contention that the specifications of this car were for U.S. No. 1 Cobbler potatoes, clean, sound, bright stock, full pack, new stave barrels, branded covers, $1.65 per barrel f.o.b. Scott claimed that the terms of the contract for the previous car were for U.S. No. 1 stock and that this was all that was mentioned between him and the broker. The confirmation of sale, however, showed the specifications to be as claimed by the Losman Produce Co., and the Secretary held that Scott was bound by the terms of the contract as expressed in the broker's confirmation in connection with the first car. He further held that the shipping-point inspection certificate on the car in question in this case showed that it failed to comply with the contract in that the potatoes were not clean, sound, bright stock. Testimony showed that, because of failure of the potatoes to comply with the contract, the Losman Produce Co. suffered a loss of $103.60, after all sales had been made and expenses paid, and reparation was awarded in that amount.

7e. MISUNDERSTANDING AS TO GRADE OF CUCUMBERS RESULTS IN DISMISSAL OF CASE

The Secretary has dismissed the complaint brought under the P.A.C. Act by Henry Lorber & Co. Inc., Kansas City, Mo., against B. F. Lee and Beville & Oldham, Center Hill, Fla.

Lorber accused B. F. Lee of failure to deliver, in accordance with the terms of the contract, one car of cucumbers. He accused Beville & Oldham of making false and misleading statements concerning the grade of cucumbers contained in the car. The evidence showed that Lee wrote Lorber, offering to buy cucumbers for him for a fee of $35 per car. As the result of correspondence and wires, Lee bought a car which, upon arrival at Kansas City, Lorber claimed contained undersized stock, poorly graded.

Beville & Oldham were the packers of the car, and the charge of making a false and misleading statement was filed against them on the ground that they had represented the cucumbers as conforming to the United States grades when, as a matter of fact, they did not. The testimony showed that Beville & Oldham had made no attempt to comply with grade requirements, either of the U.S. Department of Agriculture or of the State of Florida. They put blue labels on their best pack, which was known to them as fancy, and red labels on the second quality, which was known to them as choice. They made no statement, either written or oral, that attempted to imply that these cucumbers were U.S. Fancy or U.S. No. 1. There was, therefore, no evidence that Beville & Oldham had violated the law and the case against them was dismissed.

So far as Lee was concerned the evidence showed that he was acting as agent for Lorber and not on his own account and that, as Lorber's agent, he inspected and purchased the car from Beville & Oldham, thereby accepting the cucumbers as to both grade and size. The car complied with the contract, since U.S. grades were not a part of the contract. Because Lee was acting as Lorber's agent, the case against him was likewise dismissed.

- KEEP WASHINGTON INFORMED OF NEW DEVELOPMENTS IN YOUR TERRITORY. - -

8e. FIVE ADDITIONAL INTERESTING CASES UNDER THE P.A.C. ACT

Decisions have been made by the Secretary of Agriculture in the following cases under the P.A.C. Act, in which publication of the facts was not ordered:-

F. N. Hicks, Inc., Tampa, Fla., vs. Eden Fruit Co., Denver, Colo.

Complainant alleged that he consigned to respondent, to be sold for complainant's account, a car of grapefruit at an agreed price of $2 per box, less 25¢ per box allowance on 38 boxes of size 126, making a net f.o.b. price of $710.50; that upon arrival in Denver the car showed an average of 3% slight pox marks and no decay; that the complainant agreed to protect the buyer as to decay but not as to grade; that the respondent negotiated the sale as agent for the complainant but failed to account to the complainant for the full net proceeds. Respondent's contention was that, because of the pox marks and other defects, the Fruit Company was compelled to grant an allowance to the purchaser of the car and had accounted for the full amount received after necessary deductions were made. The Secretary held that the allowance was justified and dismissed the case.

Joseph Sicker & Co., New York, N. Y., vs. R. F. McDonald, Littleton, Mass.

Complainant alleged failure truly and correctly to account for a balance due on nine cars of apples. Respondent's attorney moved that the case be dismissed, because the matter was the subject of a suit in the municipal court of Boston. The reparation portion of the complaint was dismissed for this reason. As to possible disciplinary action, it was shown that, while R. F. McDonald was licensed under the P.A.C. Act, she was the wife of H. A. McDonald and, in this case, negotiations had been carried on entirely by H. A. McDonald in his own name. The disciplinary action, therefore, was dismissed as having been brought against the wrong party.

Waybright Produce Co., Inc., Spokane, Wash., vs.
Samuel J. Shallow Co., Inc., Boston, Mass.

Complainant alleged that respondent failed truly and correctly to account for a car of apples, which respondent had sold for complainant's account. This car was sold by respondent to S. Albertson & Co., of Boston, which company rejected the car. Thereafter the complainant directed the respondent to sell the car at auction in the Boston market. This was done and respondent then held the proceeds, together with the proceeds of another car sold for Albertson, the Samuel J. Shallow Co. considering itself as a stakeholder in both cases for the purpose of holding the money until both had been decided. The Secretary in the case of Albertson vs. Shallow had already directed that Shallow pay Albertson the amount due on the other car and in this case directed that Shallow pay the Waybright Produce Co. the net proceeds of the sale at auction, amounting to $580.31.

B. D. Anguish & Co., Chicago, vs. Brown Fruit Co., Grand Island, Nebr.

Complainant charged that respondent purchased one car of bulk cabbage, f.o.b., which was to be shipped ventilated. The car was shipped to Omaha and was diverted by the respondent from that point to Grand Island, Nebr., and there rejected because of decay. Inspection made at Grand Island showed a considerable amount of decay. Respondent contended that the decay was due

to the collapse of the triangular ventilator because of the use of old lumber insufficiently nailed; because the triangular ventilator lacked 18 inches of meeting the bunker in one end of the car and 20 inches in the other end, which permitted the cabbage to fill up the open ends of the ventilator and sealed them, thus preventing proper circulation of air through the load; and because the car had no floor racks to permit circulation of air under the load. This was an f.o.b. sale, under which the respondent assumed all risks for damage in transit not caused by the shipper. The Secretary held that evidence indicated the shipper was responsible for the conditions mentioned above, which resulted in transit decay; that respondent's rejection was justified, and that the case should be dismissed.

Prentice Packing & Cold Storage Co., Yakima, Wash., vs.
A. Propper & Co., Chicago.

Complainant alleged that respondent purchased a car of Fancy Jonathan apples, f.o.b. Washington, and rejected same without reasonable cause. The record indicated that a contract had been entered into on November 6, 1930, between complainant and respondent for a car of Fancy Jonathan apples, f.o.b. Washington. On the following day, the broker wired complainant: "Confirming Propper car suitable for cold storage; wire at once if not satisfactory." The broker waited until the night of November 7 and, not receiving a reply, issued a memorandum of sale calling for apples suitable for cold storage. The record also showed that, by a telegram on November 7, the complainant instructed the broker not to make an agreement for apples suitable for cold storage. The Secretary held that the memorandum of sale as issued, containing the terms "suitable for cold storage," did not conform to any previous agreement and that the broker was without authority to bind the complainant to such an agreement. The memorandum, therefore, did not become the act of the complainant and there was no meeting of minds of the parties necessary to the formation of a contract; consequently the memorandum did not constitute a writing sufficient to comply with the Statute of Frauds. The case was accordingly dismissed.

9e. IOWA DEALER IS HELD BY TELEGRAM GUARANTEEING 65% ON CAR OF APPLES

The Secretary of Agriculture has ordered Max Barg, doing business as the United Fruit Co., Waterloo, Iowa, to pay $139.21 to the Hampden Products Co., of Springfield, Mass.

The Hampden Products Co. complained that they sold to Max Barg a car of Baldwin apples at $1.40 cwt., f.o.b. shipping point, and that upon arrival of the car Barg refused to accept it at invoice price because of freezing injury, but offered to sell it for the account of the shipper with the understanding that he would guarantee the shipper 65% of the invoice price, but that in making payment Barg sent a check which was $126.45 less than the agreed 65% of the invoice price.

The evidence showed that, in a wire from Barg to the shipper, he said among other things: "Will guarantee 65% on car." Barg claimed that he thought 65% of the car could be salvaged. The Hampden Products Co. claimed that this language was understood to mean that Barg would guarantee them 65% of the invoice price. The Secretary held that there is a well-established rule of law which says that written words will be construed most strongly

against the writer, and that the Hampden Products Co. reasonably could have expected from the language of the wire that they would be guaranteed 65% of the invoice price and that they acted in reliance upon this understanding. The Secretary held, therefore, that Barg had made a flat guarantee of 65% of the invoice price on the car; that the Hampden Products Co. had accepted this offer, and that Barg had violated the P.A.C. Act by failing to remit the full 65% of the invoice price. The Secretary found that there was a balance due to Hampden Products Co. of $126.45 and ordered Barg to pay this amount, plus interest in the sum of $12.76, or $139.21 in all.

10e. GOVERNMENT INSPECTION CERTIFICATE HOLDS IMPORTANT PLACE IN P.A.C. DECISION

The Secretary has ordered Ike Springer, Charles Nathan and Morris Glick, doing business as The Springer Produce House, Chicago, to pay $201.52 to the Prentice Packing & Cold Storage Co., Yakima, Wash.

The Prentice Packing & Cold Storage Co. complained that they sold a car of apples to the respondent, f.o.b. Yakima, and that upon arrival the car was rejected by the buyer, compelling its resale at a price of $181.54 less than the original price. The Springer Produce House contended that the apples were not of the size specified in the confirmation, and also that the contract was not enforceable under the Statute of Frauds in the State of Illinois. A further contention was that the apples were bought for cold storage and that they were too ripe for this purpose.

The evidence showed that the broker, Frank J. Cleary, issued a standard confirmation of sale which bore his typewritten name and his signature in ink under it, and beneath this the printed word "BROKER." Since it is the common practice in the trade for the broker to act for both seller and buyer, and since the Department has informally held that, except in those places where the laws of the jurisdiction are specifically contrary, the signing of a standard memorandum of sale or standard confirmation of sale by the broker is sufficient evidence in writing to satisfy the requirements of the Statute of Frauds, and there being nothing in the Illinois statutes or decisions to the contrary, the memorandum in this case, being signed by the agent for both parties, was held to take the case out of the Statute of Frauds.

As to the size of the apples, the confirmation called for 163's and larger natural run of sizes. The Government shipping-point inspection certificate shows the sizes to be from 72's to 163's and the apples to be fairly uniform as to size. Since the inspection certificate is held to be prima facie evidence of the facts stated therein and the respondent's testimony as to size was only from hearsay, no great importance can be attached to the buyer's claim as to sizes. As to the buyer's contention regarding the apples being bought for cold storage and not being suitable for that purpose, his testimony on the latter point was entirely from hearsay and the broker denied that any statement was made to the buyer at the time of negotiations that the apples were for cold-storage. It was held, therefore, that the rejection was in violation of the Act and that the shipper should recover the difference between the original sale price and the resale price plus interest, amounting in all to $201.52.

11e. COLOR AT TIME OF DELIVERY CANNOT BE GUARANTEED ON RIPENING TOMATOES

The Secretary has ordered the Sansone Fruit Co., Columbus, Ohio, to pay $203.44 to C. L. Buck & Sons, Houma, La.

The complaint charged that the Sansone Fruit Co. rejected without reasonable cause a car of tomatoes and that, as the result of such rejection, the car had to be resold, a loss of $184.39 being sustained on such resale. The Sansone Fruit Co. claimed that the tomatoes were of a yellow variety instead of red; that there were more small-sized tomatoes than had been ordered; and that the amount of damages could have been reduced by permitting the broker to resell.

As to these contentions by Sansone Fruit Co., the Secretary held that the company had contracted to buy a car of U.S. No. 1 tomatoes, f.o.b. shippint point, and that C. L. Buck & Sons tendered a car of U.S. No. 1 tomatoes, f.o.b. shipping point. The Government shipping-point inspection certificate showed that the tomatoes, at time of shipment, were in the usual condition and made no reference to any unusual color. The shipper cannot be held to be a guarantor of the color of a ripened commodity, unless he specifically contracted to do so, when it appears he had no means of knowing the particular hue or color into which the commodity will eventually ripen. The testimony showed that the tomatoes did have a yellowish cast but there was nothing to show that they were of a yellow variety. It was held, therefore, that the rejection was without reasonable cause and in violation of the law. Reparation was ordered in the amount of the loss resulting from resale, plus interest.

F. G. ROBB,
In Charge, Regulatory Branch.

-(Continued from Page 513)

9b. ROCKY FORD CANTALOUPES SELLING AT LOW PRICES

Bryce Morris wrote in part as follows from Denver on August 13:-

"Extremely hot weather experienced in Colorado the past week was apparently checked Saturday with scattered showers throughout the State and hard rains in the vicinity of Denver.

"The hot weather was responsible for pushing the Rocky Ford cantaloupe deal ahead several days. Sufficient cantaloupes have matured to the point where carlot shipments might have reached 60 to 70 cars daily late this week, had not market conditions restrained a free movement. On account of carlot shipments being lighter than the maximum potential movement, a heavy supply of ripe cantaloupes has been thrown on the Denver market. Instead of prices being relatively high for the first week of liberal shipments, Denver prices have dropped to the lowest level of any season in recent years. Occasional lots of standard flats sold for 25¢, and the bulk of sales today (Aug. 13) ranged from 30¢ on standards to 45¢ on jumbos.

"Present low prices on green peas may result in a considerable portion of the Colorado crop being left to ripen on the vines. Cauliflower shipments will increase next week, if demand will permit.

"Present prices on Carman clings are so low in Denver that the Colorado growers receive no compensation for their peaches. Denver sales today were 40¢ per box, with a freight charge of around 25¢, in addition to packing, buying and selling charges."

- W. C.

(over)

OFFICE NOTES:

R. L. Spangler has completed his work for the Standardization Project in Iowa and will return to Washington by the end of this week. On Monday he expects to proceed to various points in the eastern part of Maryland, where he will visit canneries and do experimental work in the application of the U.S. grades for cannery corn.

T.C.J. Baker, of the Standard Container Project, having finished his field investigations in eastern States, will again leave Washington on the coming Sunday for a six-weeks' trip to various points in Arkansas, Nebraska and most of the other central States as far east as Kentucky, in the interest of the enforcement of the Standard Container Acts.

Robert Bier spent several days of this week at Camden, N. J., assisting in supervising the inspection and grading of tomatoes at Campbell's soup factory. This work is making very encouraging progress, according to all reports.

C. R. Newton and O. N. Harsha, of the Regulatory Branch, and C. P. Dorr, of the Solicitor's Office, were in New York City again yesterday, to participate in the postponed hearing in the removal proceedings against certain New York dealers, involved in a Produce Agency case in Spokane.

J. J. Gardner has gone to Martinsburg, W. Va., from which place he will supervise the shipping-point inspection work on West Virginia apples. J. A. Marks and R. N. Balster will continue to handle inspections in the Pittsburgh market.

V. V. Westgate has completed his personal supervision of potato inspections in the Kaw Valley of Kansas and has returned to his headquarters in the Omaha office. Grover Clyde, who had been substituting in Omaha, will return to the Chicago office after taking furlough in Utah.

V. H. Nicholson, of the market-news field force, is en route to the Boston office, where he will be located for the next two weeks.

CORRECTIONS for Inspection Station Address List of July 20:- On page 8, cancel W. A. Hilgeson, at Wenatchee, Wash. At bottom of that list, insert: Wendell P. Brown, Supervisor, State Dept. of Agriculture, Olympia, Wash. Under Colorado inspectors on page 8 of list, make following corrections for J. R. Sheely at Monte Vista: office address, 926 First Ave., phone 407. Residence, 107 Franklin St., phone 427.

"WALLA WALLA and lower Yakima Valley onions have encountered real disaster, midway in their market movement. Shipments of about 170 cars to date this season represent about 25% of the crop, whereas mid-August usually witnesses this crop almost cleaned up. Much acreage will never be harvested, and is already being plowed under. F.o.b. sales around 25¢ per cwt. barely pay loading costs. The same condition prevails in the Freewater tomato deal. Eastern markets broke two weeks ago, followed by Coast markets a few days later, and considerable stock has gone unharvested. About 110 cars of tomatoes have been loaded from the Northwest since mid-July, compared with 255 a year ago." - J. D. Hamilton, 8/15.

CHANGE PRODUCTS CIRCULARS TO CONFORM WITH LATEST POLICY IN WRITING GRADE STATEMENTS. 8/19/32.

Only slight changes are needed to bring nearly all of the Products Circulars up to date. On account of the economy program resulting in rationing of supplies of paper, it has been decided, in cases where only slight changes are necessary, that each inspector should correct his own circulars with pen and ink, rather than to issue new insert sheets from the Washington office.

Below is a list of changes which should be made, chiefly in the examples to illustrate grade statements. Each inspector should promptly use this list and make the necessary changes in the Products Circulars in his Handbook.

Boxed Apple Circular:

Page 18, Example (2)-Change grade statement to read "Grades Washington Extra Fancy, Fancy and C grade, according as boxes marked, decay, scald and freezing injury as noted in Ambrose mark being factors of condition."

Asparagus Circular:

Page 11-Change grade statement to read "Now fails to grade U.S. No. 1 only account mold and decay affecting the tips."

Page 12-Change grade statement to read "Now fails to meet requirements of grades represented by various brands only account spreading or sprouted tips, or slightly wilted condition."

Cantaloupes:

Page 17, Example (1)-"Now fails to grade U.S. No. 1 only account slight surface mold occurring as noted above." Example (2)- Change grade statement to read "Now fails to grade U.S. No. 1 only account decay."

Cauliflower:

Page 12, Example (1) and (2)-Change to (1) "Now fails to grade U.S. No. 1 only account decay and spreading heads." (2) "Now fails to grade U.S. No. 1 only account slight yellowing of jacket leaves in crates near doors and an occasional ricey head."

Celery:

Page 11, Example (1)-Change to read "Now fails to grade U.S. No. 1 only account decay and withered leaves."

Cherries:

Page 13, Example (2)-Change to read: "Now fails to grade U.S. No. 1 only account decay."

Grapes (Western):

Page 20, Par. 92-Change caption of paragraph from "Blue Mold" to "Black Mold." Page 32, Example (2)-Change to: "Now fails to grade U.S. No. 1 Juice Grapes only account decay." Page 33, Example (5)-Change to: "Now fails to grade U.S. No. 1 Table Grapes only account excessive amount of wilted, shattering and loose berries."

Lettuce:

Page 19, Example (2)-Change to read "Now fails to grade U.S. No. 1 only account decay and freezing injury."

(SEE REVERSE SIDE OF THIS SHEET) (Over)

Bermuda Onions:

Pages 2 and 3, Examples (4) and (5) respectively: Strike out the work "Saxolin" and substitute "papernet." Strike out all of paragraph 47 and substitute the following: "In Texas the State Standards have been revised in order to conform to the U.S. Standards." Page 12, Example (3)-Change to read "Now fails to grade U.S. No. 1 only account decay."

Peaches:

Page 18, Example (3)-Change to read: "Now fails to grade U.S. No. 1 only account decay."

Potatoes:

Page 37, Example (1)-Strike out the work "Quality." Page 39, Example (3)-Strike out the words "Stock meets quality requirements of" and substitute the word "grades." Page 39, Example (8)-Change the grade statement to read "Stock meets requirements for U.S. Grade No. 1, frozen potatoes in contact with floor being a factor of condition."

Spinach:

Page 7, Example (3)-Strike out "but meets quality requirements for this grade." Example (4)-Change to: "Now fails to grade U.S. No. 1 only account frozen stock occurring as noted above, which is a factor of condition." Example (5)-Change to: "Lot now fails to grade U.S. No. 1 only account wilted condition as noted above."

Strawberries:

Page 10, Example (1)-Strike out the words "Aside from decay grades U.S. No. 1." Example (2)-Change to read "Now fails to grade U.S. No. 1 only account decay."

Sweet Potatoes:

Page 12, Example (1)-Change grade statement to read: "Now fails to grade U.S. No. 1 only account decay."

Tomatoes:

Page 14, Example (4)-Strike out "but meets quality requirements for this grade."

Watermelons:

Page 11, Example (3)-Change to read: "Now fails to grade U.S. No. 1 only account heavy decay occurring in lower layers of load."

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 34 August 26, 1932

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication

1a. FURTHER INFORMATION REGARDING PER DIEM RATES

Question has been raised in connection with Item 2a in last week's Division Letter under the heading: "PER DIEM RATES FOR LESS THAN 24-HOUR TRIPS" as to whether per diem may now be claimed for travel performed wholly between the hours of 8 a.m. and 6 p.m. Decision of the Comptroller General prohibits payment of any subsistence whether on actual expense basis or per diem basis between the above-stated hours. Therefore, last week's Item 2a refers only to travel that begins or ends outside of the period of 8 a.m. to 6 p.m., for which per diem may be claimed for the entire period in accordance with Par. 37c of Department Regulations.

2a. AN ENCOURAGING DEVELOPMENT IN THE INSPECTION AND GRADING OF CANNED GOODS

The Talbot Packing and Preserving Company of Maryland has sold 5,000 cases of canned corn and 18,000 cases of tomatoes as Grade B, Extra Standard and will have samples of the entire lot graded by the Bureau before shipment. This is a response to the campaign of the Bureau to stimulate the sale and ultimately the labeling of canned fruits and vegetables by grade.

3a. GOVERNMENT OFFICES EXEMPTED FROM FEDERAL TAX ON ELECTRICITY AND ON TELEGRAPH, TELEPHONE , ETC.

All men in charge of branch offices or field stations should be sure to read the item on page 3 of The B.A.E. News for August 24, explaining that Government offices are exempted from the Federal tax on electricity and on telegraph, telephone, radio and cable facilities.

4a. AN IMPORTANT CORRECTION

In Item 1a of last week's Division Letter, regarding the organization of potato growers at Stockton, California, one sentence reads: "Each grower was required to deposit $50 per acre as an act of good faith." The amount of the deposit was intended to read 50¢ per acre, instead of $50. Please make this correction in your copy of the D.L. The error was not discovered until this week.

5a. COLORADO ELBERTA PEACHES NOW ACTIVE

According to word from Bryce Morris of the Denver office, Elberta peaches have begun to move actively from the Western Slope and are expected to reach their peak shortly after Labor Day.

MARKET NEWS SERVICE

1b. CROP AND MARKET NOTES FROM THE NORTHWEST

T. R. Hall, of the Seattle office, recently published the following items in a northwestern review:-

"The Puget Sound acreage is yielding a crop of fine-quality celery, but growers are not rushing shipments to market in view of low prices. Mixed cars, for the most part destined to smaller markets of the Rocky Mountain States and containing some celery in half-crates, return 70¢-75¢ f.o.b. shipping point.

"Many important pear-producing districts in eastern Washington, particularly Chelan County, are now harvesting an excellent crop of Bartlett pears. Sizes are medium to large, and weather conditions have favored the development of a clean crop. Demand from canneries is slow, with some operators withdrawing offers of $10 per ton for No. 1 Bartletts. Large quantities of stock are going into storage. The Elberta peach season is about to open in all districts, and by August 31 most of the crop will be picked."

2b. ADDITIONS TO THE "WO-WU" PAGE OF THE CODE

The following additions on the "WO-WU" (Miscellaneous) page of the code were wired to all offices on the leased wire, to be effective August 23:-

WUJ	faced lugs	WUL	lugs
WUK	unfaced lugs	AJ	Italians

3b. ANOTHER SUMMARY ISSUED

"Marketing Michigan Onions, 1931-32 Season," by R. E. Keller, is another field summary distributed from Washington this week.

4b. HARVESTING OF ROCKY FORD CANTALOUPES BEING DELAYED

Below are excerpts from a letter of August 22, written by W. D. Hull, at Rocky Ford, Colo.:-

"In view of the very slow demand and the low prices being received for Colorado cantaloupes, many growers have irrigated their fields in order to delay maturity of the melons. In this manner, it will be possible for them to delay the harvesting for a week or 10 days and wait for possible improvement in marketing conditions. Middlewestern markets have been plentifully supplied with nearby truck receipts and stock from New Mexico and the Turlock district of California. It is expected that Colorado Honey Dew shipments will begin in volume about the first of September. Although a few cars have been moved to date, it is reported that these melons are still too green for the best shipping quality."

5b. CROPS FOR CANNING

According to condition reports as of August 15, tomatoes for canning or manufacture may total 1,227,400 tons or about one-fourth more than last year. On the other hand, sweet corn for canning is reduced very sharply this year to 349,000 tons, and snap beans may total only 45,160 tons.

6b. PEARS AND PRUNES FROM THE NORTHWEST

The following timely information appeared in recent reviews issued by the Portland, Oregon, office:-

"There has been an unusually large export movement of Bartlett pears this year, many of them to France. This unusual call for northwestern pears is partly stimulated by the rigid quarantine regulations of France, which can be more easily met by northwestern fruit than by that from some other sections of the world. There were heavy shipments from Seattle and Portland. The enthusiasm is not reflected in the cannery pear situation. Yakima shippers report that canners purchased pears for a few days at $10 and $6; then discontinued for several days, but resumed buying around the middle of last week at $8 per ton of No. 1 Bartletts and $5 for No. 2's, and purchased several thousand tons at the above range. Organizations ordinarily would refuse to harvest at these prices, but owing to heavy loans from the R.F.C. and other sources, they are committed to harvest and sell, in order to apply the money on these loan contracts.

"The Walla Walla-Freewater 1,000-car fresh prune season started last Thursday, with movement regulated to 60 - 75 cars daily by voluntary agreement between shippers. Over 90% of the tonnage shipped will grade U.S. No. 1, with shippers generally in agreement to load no U.S. No. 2 prunes this season. The season is about one week later than last year. Markets east of Chicago have taken nearly all of the first 150 cars. At Yakima, prunes are going into cold storage in considerable volume, for later shipment with cars of mixed fruit.

"From Parma, Idaho, it is reported that 1,600 cars of U.S. No. 1 prunes will move from the southern Idaho district, compared with 1,100 cars of No. 1's and 300 cars of No. 2's and unclassified last year. Idaho plans to ship only No. 1's this year and will start by September 1, continuing about 30 days. Shippers there are trying to agree to limit movement to 75 cars daily. The crop is one-fourth heavier than last year, due to more-adequate water supply."

7b. "SHATTER-PROOFING" OF GRAPES

"Shatter-proofing" of grapes may save growers considerable money by stopping losses from grapes which shatter or break from the stem in transit. Subjecting grapes to carbon dioxide gas before they are placed in refrigerator cars prevents much of this shattering, according to Dr. Charles Brooks, of B.P.I. Public service patent, which will make the method free for anyone to use, has been applied for.

WENDELL CALHOUN,
Marketing Specialist.

There are no changes this week in
List of Temporary Headquarters of Shipping-Point Inspection Service.

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
FRESNO, CALIF.* 319 Holland Bldg.	919	A. E. Prugh	Grapes	Aug. 2	Nov. 5
ROCKY FORD, COLO. 920 Elm Ave.	821	W. D. Hull	Cantaloupes	Aug. 16	Sept. 10
FREEWATER, OREGON	939	J. D. Hamilton	Fresh prunes	Aug. 19	Sept. 10
BENTON HARBOR, MICH.* 205 P. O. Bldg.	838	R. E. Keller	Apples	Aug. 22	Oct. 29
			Pears	Aug. 23	Oct. 8
			Peaches	Sept. 8	Sept. 24
			Grapes	Sept. 21	Oct. 29
			Onions	Oct. 3	Oct. 29
			Potatoes	Oct. 3	Oct. 29
ROCHESTER, N. Y.* 300 Terminal Bldg.	837	R. L. Sutton	Pears	Sept. 1	Oct. 29
			Onions	Sept. 1	Apr. 8
			Carrots	Sept. 1	May 20
			Cabbage	Sept. 1	Mar. 25
			Celery	Sept. 1	Jan. 14
			Apples	Sept. 8	May 20
			Peaches	Sept. 12	Oct. 8
			Grapes	Sept. 26	Nov. 5
			Potatoes	Oct. 3	May 20
The following stations probably will open on dates indicated:					
MARTINSBURG, W. VA.	835	R. M. Peterson	Apples	Sept. 12	Dec. 1
PRESQUE ISLE, MAINE*	842	V. H. Nicholson	Potatoes	Sept. 14	Apr. 29
WAUPACA, WIS.*	894	A. M. McDowell	Potatoes	Sept. 15	Mar. 25
IDAHO FALLS, IDAHO	845	R. G. Risser	Potatoes	Sept. 19	May 6

* State cooperating

W. D. Googe) in the field,
A. M. McDowell) traveling on
H. F. Willson) licensing work.
R. G. Risser on furlough.

J. B. Owens in Washington office.
B. E. Surry in Chicago.
R. M. Peterson in Batimore.
V. H. Nicholson in Boston.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

INSPECTION SERVICE

1c. A REPORT ON MISSOURI POTATO INSPECTIONS

Frank M. Lyle, who has been supervising inspections of potatoes in the Orrick district, submitted the following report from the Kansas City office:-

"An analysis of the work at shipping points in Missouri during the month of July shows that 1,557 cars of potatoes were inspected. These cars graded as follows:

660 U.S. No. 1.
719 between 80% and 90% U.S. No. 1 quality.
24 below 80% U.S. No. 1 quality.
3 part U.S. No. 1 and part 80% to 90% U.S. No. 1 quality.
1 part 80% to 90% and part lower than this.
150 failed to grade U.S. No. 1 on account of dirt.

"I believe the percentage of cars that actually graded No. 1 was lower for the same period of time this year than previously, principally because of cars out of grade on account of dirt, as most of these cars apparently would have graded No. 1 so far as other defects were concerned."

2c. SCREENS FOR GRADING VIRGINIA-TYPE PEANUTS

This week the following offices were sent packages containing screens for the inspection and grading of Virginia-type peanuts:-

New York	Chicago
Philadelphia	St. Louis
Cincinnati	San Francisco

Each office has been furnished one wooden frame measuring 18x24 inches and a set of five perforated steel sheets, the perforations measuring respectively: 36/64 x 3 inches, 30/64 x 3 inches, 20/64 x 1 inch, 15/64 x 1 inch, and round perforations 20/64 inch in diameter.

Additional offices will be equipped with these screens for inspecting Virginia-type peanuts in the near future, but in the meantime any samples drawn in markets which are not so equipped should be sent to the nearest of the above-listed offices for analysis.

NOTE:- In order to screen peanuts properly, about one layer of nuts should be placed on the screen at a time. The screen should never be crowded, because when a large quantity of nuts is placed on it at one time the small or broken nuts on top may not have opportunity to pass through the screen.

3c. UNPAID BILLS AGAINST J. P. WILSON TO BE SENT TO WASHINGTON

We have been advised that Russell Wilson, sole owner of J. P. Wilson, Philadelphia, Pa., died on Saturday, August 13.

Any unpaid bills against J. P. Wilson should be forwarded to Washington for collection.

4c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from the list of Past-Due Accounts:

Thomas J. Lapointe,	Van Buren, Maine	$2.00
Norris-Devers Company,	Oklahoma City, Okla.	$11.74

The following should be added to the list of Past-Due Accounts:

E. M. Shoemaker,	Jacksonville, Texas	$7.75

5c. DISCONTINUE USE OF TERM "MATURE" ON APPLE AND PEAR CERTIFICATES

Criticism has been made by European receivers against shipping-point certificates reporting apples and pears as mature, because the receivers believed such stock was ready for immediate consumption, although the certificate showed the fruit in hard condition. To these receivers, the term "mature" means "ripe."

When pears are hard and show green color, they should be so reported on the shipping-point certificate and it is not necessary to use the word "mature." The term "hard" as defined by this Service for indicating the stage of maturity of deciduous fruits includes, among other things, the meaning "mature." It is therefore believed that there will be less likelihood of criticism of certificates, when pears or apples are reported as "hard" than there would be if the certificates reported the stock as "mature," in addition.

Shipping-point supervisors should instruct all men working under their direction to discontinue the use of the term "mature" on apple and pear certificates. While that term is appropriate for potatoes and some other products, it is not satisfactory for deciduous fruits. Of course, when stock is immature, it should be so reported.

6c. DISCOURAGING GRAPE SITUATION IN OZARKS REGION

R. B. Landrum wrote as follows from Springdale, Ark., on August 20:-

"Conditions here are very bad at present. Prices of 4-quart baskets of grapes range around 6¢ or 7¢, with most growers refusing to cut and shippers and sales-agents claiming that it is practically impossible to sell in carlots. We have our inspection force cut down to 12 men and, beginning this week unless things change, will have to alternate time, in order to keep pay rolls going.

"Grapes in south Missouri are starting in a light way. I just talked over long-distance phone with Mr. Hammond, and he is of the opinion that, unless there is an upward trend in prices, it will be unnecessarily expensive to open an office for the grape inspection work in that State. We have prospects for inspection at about four points and, at the beginning, will handle the Missouri certificates through the Springdale, Ark., office."

7c. CANNERY TOMATO INSPECTION WORK IN OHIO

M. W. Baker has advised us from the Columbus office that about 20 licensed inspectors are working on cannery tomatoes at various canning plants in the State of Ohio. A training school was conducted by Mr. Baker from August 8 to 12 at the Gypsum Canning Company, Port Clinton, with effective results.

8c. GRAPE NEWS FROM CALIFORNIA

California Inspectors' Notes, dated August 19 at Sacramento, mentioned that the first nine cars of Tokay grapes were inspected on August 17. The quality is considerably better than last year, and practically all lots graded U.S. No. 1. The first car of juice grapes for this season was certified in the Woodland district on August 19. Poor prices for California grapes are holding back the shipments.

R. C. BUTLER,
Specialist in Inspection

REGULATORY ACTIVITIES

The following decisions have been rendered by the Secretary of Agriculture as a result of complaints filed under the P.A.C. Act:-

1e. A SOUTH CAROLINA FIRM IS ORDERED TO PAY FOR 25 BOXES OF LEMONS

The Secretary has ordered the Express Fruit Co., Sumter, S. C., to pay $125 to the E. R. Muller Co., Inc., New York City.

This case involved 25 boxes of lemons, sold at $4.90 per box f.o.b. New York City. Upon arrival, the Express Fruit Co. accepted the lemons but refused to pay therefor on the ground that half of them were rotten and unfit for use, and also that they were repacked lemons. The company claimed that the actual value of the lemons was not over $50, which amount they were ready to pay. Among other facts brought out, it was shown that it was two months after the lemons were accepted by the Express Fruit Co. before any complaint was made as to either character or quality. The Secretary held that by a preponderance of evidence the lemons were shown to have complied with the contract, and the Express Fruit Company's refusal to pay therefor was in violation of the Act.

2e. A SAN DIEGO BROKERAGE COMPANY ORDERED TO MAKE REPARATION ON CAR OF ONIONS

The Secretary has ordered the Andrews Brokerage Co., San Diego, Calif., to pay $118.81 with interest to F. W. Buttner, of Pocatello, Idaho.

F. W. Buttner alleged that the Andrews Brokerage Co. represented to him that they had obtained from the San Diego Fruit & Produce Co., of San Diego, Calif., a bona fide order and had entered into a contract with that company for a car of U.S. No. 1 Spanish onions f.o.b. Idaho; that the car was shipped and, upon arrival, the San Diego Fruit & Produce Co. refused to accept it, claiming that they had not agreed to the purchase of the car and that the representations made by the Andrews Brokerage Co. as to an enforceable contract having been entered into constituted a false and misleading statement, made for a fraudulent purpose.

The contention of the Andrews Brokerage Co. was that the onions in the car were not U.S. No. 1. However, the Government shipping-point inspection certificate showed that the onions were U.S. No. 1, and there was no evidence that any other inspection was made. This, taken with the resale price, supported the seller's contention as to the grade. The Andrews Brokerage Co. advised the seller that the San Diego Fruit & Produce Co. would take the car at $1.60 per 100 pounds f.o.b. Idaho, when in fact the company had only agreed to take one-half carload, if the onions arrived in good quality and condition, with an option on the other half.

The Secretary held that the action of the Andrews Brokerage Co. constituted the making of a false and misleading statement in violation of the Act. He found that the invoice price of the onions f.o.b. Idaho was $480, which included a brokerage fee of $20, thus making a net price of $460, and that the net proceeds on the sale of the onions were $341.19 after allowing freight, demurrage, brokerage and other expenses, leaving a loss sustained by the complainant of $118.81. Reparation award was issued in this amount, plus interest.

- H. A. SPILMAN, Acting in Charge, Regulatory Branch.

OFFICE NOTES:

F. G. Robb is obliged to be off duty for about 10 days. He was taken ill in his office in Washington last Monday and underwent an operation for appendicitis at the Emergency Hospital that evening. His condition so far is very favorable.

Wm. E. Lewis, who is in the field in the interest of standardization work on canning crops, was at various points in Indiana and Ohio this week and expects to be in New Jersey the early part of next week, after which he probably will proceed to Maine for further field investigations.

Robert Bier was in Baltimore and other points in eastern Maryland the greater part of this week, supervising inspection work on cannery crops.

A. E. Mercker, Secretary of the Interstate Early Potato Committee, has spent the past week in New York City, Seagirt, N. J., and Trenton, N. J., where he conferred with New Jersey State and Extension Service officials and New York City bankers and potato marketing agencies regarding the potato situation in New Jersey and Long Island, in an effort to plan a marketing program for that area which will fit in with the activities of potato producers in other competing sections.

W. L. Evans, of the Regulatory Branch, expects to spend several days in early September on investigations at various points in New York State.

E. P. Bostwick, in charge of the Chicago office of the Canned Fruit and Vegetable Grading Project, is proceeding to Des Moines, Iowa; Jefferson City, Mo., and Springfield, Ill., at which points he will confer with State officials regarding the possible use of the Federal grading service in purchases of canned foods for requirements of various State institutions.

R. E. Winfrey is assisting for about two weeks in the Kansas City office of the Market News Service, after which he will return to his headquarters in the Chicago office.

The Rochester office of the Market News Service will be opened on Thursday, September 1, with R. L. Sutton as Federal representative.

CORRECTION in Inspection Station Address List of July 20:- R. H. vonGlahn has advised us that his residence address is Chaseville Boulevard, Clifton, Jacksonville, Fla., and his residence phone is now 5-8852-W. Please make these changes under Jacksonville on all copies of the address list.

LABOR DAY comes on Monday, September 5, and will be observed as a holiday in all offices.

J. D. Hamilton has established the field station on northwestern fresh prunes at Freewater, Oregon, instead of at Walla Walla, Wash., where it has been located in previous seasons.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 35 Sept. 9, 1932

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication

NO DIVISION LETTER WAS ISSUED FOR SEPT. 2

1a. HELP TO LOCATE H. A. MANSFIELD

Any member of the staff having knowledge of the whereabouts of H. A. (Hughey) Mansfield, formerly of Pittsburgh, Pa., is requested to advise our H. A. Spilman, of the Regulatory Branch in Washington.

2a. SHIPMENT REPORT FOR CALIFORNIA, ARIZONA AND NEVADA

Some weeks ago the Los Angeles office published its annual report on "Carlot Shipments of Important Fruits and Vegetables in California, Arizona and Nevada, Year 1931," by months on the basis of billing stations. This elaborate report of 85 mimeographed pages was compiled by Miss Grace Robinson, of the Los Angeles staff, and includes shipment data on 294,585 cars of 41 products. Copies can be obtained from Los Angeles.

3a. APPLE EXPORT SEASON, 1931-32

"Summary of the Apple Export Season, 1931-32, with a Brief Summary of the Pear, Plum, Peach and Grape Season," is the title of a special 54-paged mimeographed report by F. A. Motz, of the London office, and published by the Foreign Agricultural Service Division as Report F.S.:A-434. It contains much valuable information for fruit exporters and is illustrated by 8 interesting half-tone cuts.

4a. PRODUCERS' AUCTION MARKETS IN NEW JERSEY

Nine farmer-owned auction markets in New Jersey, organized with the cooperation of the New Jersey Department of Agriculture, have proved effective in obtaining for farmers the highest possible prices for their products, according to a recent circular on the subject: "Producers' Auction Markets in New Jersey." These auctions so far this season have sold more than $1,000,000 worth of agricultural products for 2,000 farmers. Cost of operation averages but little more than 1% of the gross receipts. Copies of the circular can be obtained from the Trenton office.

5a. ABROGATION OF CONTRACT RULES OUT COMPLAINT UNDER P.A.C. ACT

A press release bearing the above title was issued in Washington last Friday, September 2. A copy is enclosed with this D.L. for each of the branch offices of the F. and V. Division and for field offices as far as the supply will reach. This copy should be read by all technical employees in each office.

MARKET NEWS SERVICE

1b. UTAH PEACHES AND PEARS BECOMING ACTIVE

The following letter of August 30 came from L. S. Fenn, of the Salt Lake City office:-

"Cool rainy weather delayed the first shipments of Utah peaches. A few cars probably will be loaded between the 3rd and 5th of September, but shipping generally should not get under way much before the 10th. The peach crop is of fine quality, with size generally averaging larger than for the past several years. Shipments are estimated between 500 and 600 carloads, unless truck movement into neighboring States is larger than expected.

"There are 40 or 50 cars of Bartlett pears to move from this section within the next two weeks. Growers will pack in bushel baskets and grade on the basis of Combination U.S. No. 1 and No. 2 Grade."

2b. CODE CHANGES, EFFECTIVE SEPTEMBER 15

Effective Thursday, September 15, make the following code changes:

On "D" (Shipments and Receipts) page, change -
DOJ Greeley Section, Colo., to read Western New York District.
DOK Western Slope, Colo., to read Hudson River District.

On "G" (Shipments and Receipts) page, add -
GEL Motor truck receipts in approximate carloads.

On "KO" (Cabbage) page, add- KOY sacked per ton.

On "NA-NE" (Onions) page, add- US second-hand sacks.

3b. INTERESTING REPORT ON NORTHWESTERN APPLE PRICES

In a recent letter from the Spokane office, Mrs. L. B. Gerry said that practically no buying of apples is being done in the Northwest and the deal, so far, seems to be at a complete standstill. Opening quotations on boxes are considerably below those of last season. The following tabulation shows the range of f.o.b. prices on several varieties:

Quotations	Fancy (& better)	Extra Fancy
Jonathans, shipment Sept. 1-5	$1.15	-
Jonathans, shipment Sept. 6-10	1.00	-
for seasonal shipment -		
Jonathans, 163's and larger.....	.75*	.90*
Romes, Staymans, Black Twigs, Ark. Blacks & Spitzenburgs, 130's and larger	.75	.90
Newtowns, 150's and larger 1.00-1.10		1.20-1.25
Winesaps, 163's and larger	.85	1.00
Actual Sales		
for seasonal shipment -		
Delicious, 150's and larger	.90	1.20

*175's and smaller, 5¢ less per box.

Mrs. Gerry added that, in contrast with the sales on Delicious apples this year, opening prices last season were ranging $1.40-$1.75.

4b. IMPORTANT FACTS ABOUT THE CALIFORNIA GRAPE DEAL

The following letter of August 30 came from A. E. Prugh, at Fresno:-

"Features of the grape deal here the past week were: definite failure of the raisin pool; a determined effort by shippers to bring about an emergency freight-rate reduction on grapes; practically no f.o.b. trading, and the sharp drop in prices of red varieties,- Red Malagas and Tokays.

"Toward the end of the week, when it was apparent that it was impossible to get the required acreage signed up to operate the raisin pool, offers for Seedless raisins dropped to 2¢, and there was a possibility that the price would decline to 1½¢ this week.

"Seedless grapes are selling better than most of the other table varieties. For example, today the general average for Seedless on all city auctions was $1.13, with Malagas at 92¢, Tokays $1.07 and Ribiers $1.24 per lug. In past seasons, the only handicap of the Seedless was small size, but there has been a marked increase in girdling and thinning, which has increased the size and thereby enhanced the popularity of this variety.

"Very little trading is expected on juice stock until after September 15. A few f.o.b. sales have been made at $22.50-$25 per ton of Zinfandels. Muscats are expected to open around $20, but, with the failure of the raisin pool, buyers are not expected to invest in Muscats; in fact it does not seem that they will invest in any variety. F.o.b. trading in table grapes has reached a stage where almost any offer is taken. Shipments would be more than twice as heavy, with better market conditions.

"The following table of weighted averages of city auction prices on several varieties last week, compared with the preceding week and the same period a year ago, will show how extremely low prices are this season:-

Week ending	SEEDLESS		MALAGAS		RED MALAGAS		RIBIERS		TOKAYS	
	Pkgs.	Avg.	Pkgs.	Avg.	Pkgs.	Avg.	Pkgs.	Avg.	Pkgs.	Avg.
Aug. 26:	148093	$1.08:	63580	90¢:	59204	$1.11:	22930	$1.37:	16314	$1.19
Aug. 19:	145370	1.06:	61573	88¢:	52242	1.20:	18818	1.52:	-	-
Same wk: year ago	108405	1.69:	83542	1.54	14178	2.00:	10739	2.08:	31203	2.31

"Some Tokays were moving from the Florin district last week, with a few f.o.b. sales at 85¢. The Lodi district is starting this week but, as Tokays averaged only $1.07 on the auctions yesterday, there probably will be a sharp drop in the f.o.b. quotations."

5b. COLORADO HONEY DEWS NOW ACTIVE

W. D. Hull wrote in part as follows from Rocky Ford in a letter of August 29:-

"It is expected that the peak movement of cantaloupes from the Arkansas River Valley will take place during the week of August 29 to September 3, after which there will be a moderate tapering off, with perhaps a smaller peak in the second week of September.

"Shipments of Honey Dews continue light, and it probably will be around the 5th to 10th of September before an appreciable movement takes place. The prices received so far for Honey Dews have been far from satisfactory; however, most of the Colorado shipments to date were of only ordinary quality."

6b. HEAVY SHIPMENTS OF COLORADO PEACHES; PRICES MOSTLY LOW

Bryce Morris included the following remarks in a letter of September 3 from the Denver office:-

"Colorado established two new records for peach shipments this week, namely on Tuesday and Wednesday (August 30 and 31), when 219 and 217 cars were shipped respectively. Growers and shippers agreed to reduce shipments and, with the kind aid of nature in the way of unseasonably cold weather, no peaches have been lost through over-ripeness due to reduced pickings.

"Colorado cauliflower movement has been extremely light. This was the result of a strike by growers on account of low prices. The San Luis Valley could well have maintained its previous shipments of 12 to 20 cars daily, had the farmers cut and packed available supplies. Reports indicate that growers were receiving only 10¢ per crate.

"The bulk of Colorado green peas have now moved to market, with probably around 100 cars remaining for the balance of the season. From the growers' viewpoint, the season has been very unsatisfactory, with prices ranging from 1¢ to 1½¢ per pound to the grower, most of the time.

"The lettuce season has been the most unsatisfactory from the growers' standpoint of any year since I have been in touch with the industry. Quality generally has been fair to ordinary, and prices below the cost of production."

7b. LOW OPENING PRICES FOR WESTERN NEW YORK PRODUCTS

The first letter of the season from R. L. Sutton, at Rochester, is published below. It is dated September 7:-

"Market conditions at the opening of the season in western New York are very unsatisfactory. The only commodity showing any developments at all favorable is pears. This fruit is being shipped quite actively for the export trade. The demand from domestic sources is slow, and comparatively few sales are being completed.

"The celery situation presents a very dismal outlook at this time. In many cases, growers cannot obtain even harvesting and packing costs. In some cases, acreage is being abandoned or mowed down. F.o.b. transactions on carloads are ranging 35¢-70¢ for early varieties in 2/3 crates, ranging in size from 4 to 7 dozens.

"Cabbage prices are holding at low levels, carload sales of bulk domestic type fluctuating between $5-$7 per ton. Sacked cabbage in 80 and 90-pound sacks is realizing $7.50-$8.50. Growers are obtaining only $3-$4 bulk per ton from shippers.

"The onion crop is reported to be large and price-levels are being maintained at unprofitable positions. Comparatively few f.o.b. sales are being consummated at 35¢-50¢ per 50-pound sack of U.S. No. 1 yellows, averaging around 70% 2 inches and larger. In line with other vegetables, carrots are moving out in limited quantities at 40¢-60¢ per 100-pound sack, rough stock."

8b. ANOTHER SUMMARY ISSUED

The Washington office this week distributed a summary on "Marketing Wisconsin Potatoes, 1931-32 Season," by A. M. McDowell.

9b. MELODEWS ARRIVING FROM COLORADO

Several samples of the new Melodew melons, from Colorado, were received last week through the courtesy of the New York City office. That market has received a couple of part carloads, with these new melons packed in flat crates, jumbo 8's and 11's and standard sizes also. S. W. Russell, of the New York office, wrote that "the Melodew melon is a cross between a Hale's Best cantaloupe and a Honey Dew, shaped like a Hale, with a slight netting on the ridges; it has firm green meat, with a pink-tinted seed cavity." Upon cutting, these new melons show considerable variation as to color of the meat.

The label on the crates is as follows: "New Golden MELODEW, developed by Jerre Cover Seed Grower, Rocky Ford, Colorado; distributed by John Jacobs Company, Canon City, Colorado, and Phoenix, Arizona." The advertising material also states that there will be 100 cars shipped from Colorado this season, and next year the stock will be grown also in California and Arizona.

10b. BRIEF NOTES ON NORTHWESTERN CROPS

T. R. Hall, of the Seattle office, included the following comments in a recent northwestern review:-

"The markets of the Northwest have been glutted with heavy supplies of Yakima peaches. Placards calling attention of consumers in Seattle to such low prices as 27½¢-30¢ per box for fine-quality Elbertas have not been uncommon. A wide distribution is being obtained for northwestern fresh prunes.

"In general the market for Bartlett pears has been in an unsatisfactory position. A block of Oregon Extra Fancy Bartletts was sold on the New York auction Thursday morning, averaging $1.83 per box, and Fancy grade stock averaged $1.76. Picking in the Yakima Valley has practically been completed and, in the absence of satisfactory markets, it is thought that liberal quantities are being held in storage.

"Western Washington's vegetable season is practically ended. Many lettuce fields have been abandoned, on account of poor marketing conditions. Celery, cabbage and cauliflower are sufficient for local needs, but no other market outlets are in sight."

11b. HEAVY CROPS OF FRUIT BUT POOR MARKETS IN MICHIGAN

In a recent letter from the Benton Harbor field station, R. E. Keller mentioned that markets were rather weak for all Michigan fruits and vegetables except peaches. However, with the heavy movement of Elbertas, prices have tended downward for this product also. Much larger quantities of peaches are moving out by truck than by rail, and the same is true with respect to pears. Michigan has a bumper crop of Bartlett pears this year. Practically all of the Duchess apples have been moved, and Wealthys started last week. Prospects are for a bumper crop of fall varieties of apples, but a light crop of winter fruit. Michigan has prospects of the largest grape crop in her history. The maturity of grapes is somewhat in advance of normal, and movement has begun. (P.S. - Peach prices advanced this week.- Editor)

B. C. BOREE,
Specialist in Market News.

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
FRESNO, CALIF.* 319 Holland Bldg.	919	A. E. Prugh	Grapes	Aug. 2	Nov. 5
ROCKY FORD, COLO. 920 Elm Ave.	821	W. D. Hull	Cantaloupes	Aug. 16	Sept. 15
BENTON HARBOR, MICH.* 205 P.O. Bldg.	838	R. E. Keller	Apples	Aug. 22	Oct. 29
			Pears	Aug. 23	Oct. 8
			Peaches	Aug. 26	Sept. 24
			Grapes	Sept. 19	Oct. 29
			Onions	Oct. 3	Oct. 29
			Potatoes	Oct. 3	Oct. 29
ROCHESTER, N.Y.* 300 Terminal Bldg.	837	R. L. Sutton	Pears	Sept. 1	Oct. 29
			Onions	Sept. 1	Apr. 8
			Carrots	Sept. 1	May 20
			Cabbage	Sept. 1	Mar. 25
			Celery	Sept. 1	Jan. 14
			Apples	Sept. 8	May 20
			Peaches	Sept. 12	Oct. 8
			Grapes	Sept. 26	Nov. 5
			Potatoes	Oct. 3	May 20
MARTINSBURG, W. VA.	835	R. M. Peterson	Apples	Sept. 9	Dec. 1
PRESQUE ISLE, MAINE* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 14	Apr. 29
WAUPACA, WIS.* Court House	894	A. M. McDowell	Potatoes	Sept. 15	Mar. 25
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 19	May 6

The following station closed on date indicated:

FREEWATER, OREGON Apple Show Bldg.	939	J. D. Hamilton	Fresh prunes	Aug. 19	Sept. 3

*State cooperating.

W. D. Googe) traveling on
H. F. Willson) licensing work.
J. D. Hamilton returned to Portland.

J. B. Owens in Washington office.
W. D. Hull in Portland, Oregon, after Sept. 19.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

INSPECTION SERVICE

1c. SAMPLING VIRGINIA-TYPE PEANUTS

The use of a trier for sampling Virginia-type shelled peanuts is not satisfactory, due to the shape of the peanut and the variation in size. While the trier can be used satisfactorily on Spanish and runner-type peanuts, it has been found that when a trier is used on the Virginia-type the larger nuts are pushed aside and cannot fall into the groove of the trier. Invariably a difference has been found between samples of Virginias drawn by hand and those drawn by a trier. It is suggested, therefore, that all samples of Virginia-type shelled peanuts be drawn by hand. To do this, cutting the bags will be necessary, but care must be taken that the bags are resewed as soon as sampled. All unshelled peanuts must be sampled by hand.

2c. NEW HAMPSHIRE GRAVENSTEIN COLOR REQUIREMENTS CHANGED

In a wire of August 31 from the Boston office, W. F. Plummer advised as follows:- "New Hampshire Department of Agriculture advises that color requirements on their Fancy Gravenstein apples have been changed. This grade no longer requires any color." All inspectors will please note this change.

3c. ENCLOSURES FOR INSPECTORS

With this D.L., each inspector will receive a copy of Farmers' Bulletin No. 1692 on "Bean Diseases and Their Control." Authors are Dr. L. L. Harter and Dr. W. J. Zaumeyer, of B.P.I.

Revised pages 15a-16a and 23a-24a for the Receiving-Point Cabbage Inspection Circular are also being distributed with this D.L. All inspectors should substitute these for the original pages 15-16 and 23-24 in the Handbook circular on Cabbage. The original page 25 should be discarded entirely.

4c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be added to the list of Past-Due Accounts:

Southwest Fruit Exchange,	Nursery, Texas	$4.00
Alexander Marketing Co.,	Jacksonville, Texas	1.00
W. R. Mason & Son,	Crystal Springs, Miss.	4.00
E. M. Shoemaker,	Jacksonville, Texas	4.00
Paul E. Mary	506 Tchoupitoulas St., New Orleans, La.	1.00
T. F. Travers & Sons,	211 E. 4th St., Wilmington, Del.	4.42
J. A. Eason & Co.,	Roanoke, Va.	16.53

The following should be taken from the list of Past-Due Accounts:

Etchison Produce Co.,	San Benito, Texas	$1.00

- DID YOU RECEIVE the last Division Letter, dated August 26? Be sure to request a copy from the Washington office, if yours ever fails to reach you.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
ARKANSAS:	R. B. Landrum, P. O. Box 304, Springdale, Ark.	Grapes	Aug. 1	Sept. 15
		Apples	Aug. 1	Sept. 15
WEST VIRGINIA:	J. J. Gardner, Boyd Bldg., Martinsburg, W. Va.	Apples	Aug. 20	Nov. 15
DELAWARE:	F. S. Zimmerman, c/o State Board of Agr., Dover, Del.	Apples	Sept. 12	Oct. 15

REPORTS on the following products can be obtained from offices indicated:-
Indiana onions..... Federal-State Inspection, Court House, Warsaw.
Michigan onions..... Federal-State Inspection, Plainwell, Mich.

5c. WATCH FOR CANADIAN CHECKS

On account of the exchange charge on Canadian checks, all offices are again instructed to refuse acceptance of checks drawn on Canadian banks in payment of inspection fees, unless the check is made to include the exchange charge in addition to the full amount of the fee. Checks received in Washington, which do not include the exchange charge, will be returned to the office transmitting them and then they will have to be returned to the sender. In order to obviate a lot of unnecessary correspondence regarding this matter, the following statement should be typed on all fee slips sent to firms in Canada:-

"On account of the exchange charges on Canadian checks, please remit by New York draft. Checks drawn on Canadian banks will not be accepted in payment of this bill."

This statement should appear just below the statement of car number, product, certificate number, and fee.

** - The above instructions have been published repeatedly, and must be observed, to eliminate the trouble with Canadian checks.

6c. INSPECTION PROSPECTS DISCOURAGING IN MINNESOTA AND NORTH DAKOTA

G. W. Christenson, writing from Minneapolis on August 31, said that the potato situation in that State was very bad. Stock in the early sections near Minneapolis would have been good, were it not for the scab which developed during late July. In the lower end of the Valley, the stock is small and the yield very light. In other parts of the Valley, on the Minnesota side, it is doubtful whether the August rains came early enough to do any good. One section - the Arrowhead section around Grand Rapids to Duluth and extending south along the Wisconsin border - has a good crop of potatoes. If prices do not advance, Mr. Christenson believes that there may be very little inspection work in Minnesota, and the work in North Dakota will be much lighter than it was last year. In Hollandale, the buyers are asking the Association for inspections on onions. Mr. Christenson inspected 12 carloads during late August, but they were still on track, unsold, at the end of the week during which inspection was made.

- R. C. BUTNER, Specialist in Inspection.

REGULATORY ACTIVITIES

1e. AN UNUSUAL P.A.C. HEARING, IN WHICH RESPONDENT FAILED TO APPEAR

The Secretary has ordered L. A. Peyser & Co., Inc., Newark, N. J., to pay $147.21 plus interest to Richard C. Shreve, Rochester, N. Y.

Shreve alleged that he shipped a car of No. 1 onions to Peyser to be sold for the account of Shreve; that Peyser received the car but failed to render an account sales or to make payment therefor. The hearing on this complaint was set for May 19, 1932 and Peyser was duly notified of that fact. After waiting for one hour from the time the case was set for hearing and no appearance being made by respondent, the examiner opened the hearing and the deposition of R. C. Shreve theretofore taken was introduced in the record in support of his case, and the hearing was then closed. The only evidence of record before the Secretary, therefore, was Shreve's deposition, from which testimony it appeared that Shreve had received a statement from Peyser, showing a balance due on this car of onions of $147.21. In the absence of other evidence this figure must be taken as the correct one and as having been made by Peyser as a declaration against his interest and, therefore, admissible evidence against him. This being a consignment shipment, the act of the respondent in receiving the commodity and failing to make any accounting whatsoever within a reasonable time, either in the form of an account of sale or in the settlement of the account, plainly constitutes a violation of the Act. Reparation award, therefore, was issued in the amount of $147.21 plus interest, and the facts were ordered to be published.

2e. A P.A.C. RULING ON REJECTION

The Secretary has ordered H. S. Denison & Co., Wenatchee, Wash., to pay $42.07 to McKercher & Ross, also of Wenatchee.

McKercher & Ross alleged that Denison had rejected without reasonable cause two cars of apples and that, as the result of such rejection, they had been damaged in the sum of $495.28. The respondent moved that the case be dismissed on the ground that the Secretary of Agriculture was without jurisdiction because the entire transaction was purely intrastate. This objection was over-ruled because there is a well-defined stream of interstate commerce in apples from this district in the State of Washington to other parts of the United States. Respondent claimed that the sale was "subject buyer's approval, quality, condition, and Federal inspection," and that he therefore had a right to reject the cars. The duty of the seller was to furnish apples of a specific grade and size in cars of maximum standard load. Respondent was to accept the cars, if they met his approval as to quality and condition and passed Federal inspection.

The only question then was the right of respondent to reject the cars. The Secretary held that the phrase "subject buyer's approval, quality, condition, and Federal inspection" was broad and left a good deal to the buyer's discretion but that it did not empower him to disapprove arbitrarily or without some honest conviction that the commodity did not measure up to the terms of the agreement. After considering all of the evidence, the Secretary concluded that, in the case of one car on which the seller claimed a loss of $459.24, the apples did not comply with the specifications, but that in the case of the other car, on which a loss of $36.04 was claimed, the apples did comply with the specifications, and reparation should be awarded in this amount, plus interest.

3e. NORTH CAROLINA SHIPPER MUST GRANT ALLOWANCE ON CAR OF POTATOES

The Secretary has ordered S. W. Parker, Elizabeth City, N. C., to pay $40 with interest at 6% to Philip Brodie & Co., Pittsburgh, Pa.

Brodie alleged that he bought a car of potatoes to be U.S. No. 1, bright and clean, and that the potatoes he received did not comply with the contract and he was damaged thereby in the sum of $40. Parker contended that the contract was for U.S. No. 1 potatoes, without additional specification, but the weight of the evidence was in favor of Brodie's contention. The inspection both at shipping point and destination showed the potatoes were not clean and bright and, therefore, did not comply with the contract. In remitting for the potatoes, Brodie did so on the basis of 20¢ per barrel allowance, amounting to $40. Upon advice of the Department of Agriculture, Brodie forwarded the $40 to Parker and filed complaint with the Department. The Secretary held that Brodie should be granted reparation in the amount of $40, plus interest at 6%.

4e. PUBLIC HEARINGS SCHEDULED FOR SEPTEMBER AND OCTOBER

The Department has announced the following schedule of hearings under the P.A.C. Act. C. P. Dorr, of the Solicitor's Office, has been assigned as examiner to conduct these hearings, and the official stenographer will be Mrs. J. H. Sullivan:-

Date Sept.	Place	Parties Involved
8	Pittsburgh,	Arthur Serra & Co., Chicago, vs. R. Fisher, Pittsburgh
9	Pittsburgh,	Levy & Zentner, Sacramento, vs. Agricultural Exchange, Pittsburgh.
9	Pittsburgh,	Devine & Tucker, Ripley, Tenn., vs. Demase & Morgan, Pittsburgh.
10	Pittsburgh,	H. G. Fitchell, Cape Charles, Va., vs. Perlman and Marcus, Pittsburgh.
12	Columbus, Ohio,	Bloom-Rosenblum-Klein Co., Youngstown, Ohio, vs. Wm. Fean & Co., Columbus.
13	Cleveland,	H. A. Spilman, U.S.D.A., vs. Brookhart Fruit Co., Cleveland.
14	Detroit,	Delaware Distributing Co., Bridgeville, Del., vs. Rosenthal Bros., Detroit.
14	Detroit,	W. C. Crenshaw, Bald Knob, Ark., vs. Purse Bros., Detr.
15	Indianapolis,	Peppers Fruit Co., Los Angeles, vs. Bruno Bros., Indianapolis.
16	Decatur, Ill.,	Michael- Swanson-Brady, Moorhead, Minn., vs. Decatur Wholesale F. & P. Co., Decatur, Ill.
17	Chicago,	Henry J. Perkins Co., Springfield, Mass., vs. Cooney & Kershak, Chicago.
19	Galesburg, Ill.	John A. Miller, Chicago, vs. Midwest Feed & Supply Co., Galesburg, Ill.
20	Omaha,	Farmers Coop. Marketing Assn, Grand Forks, Minn., vs. Willfson Fruit Co., Omaha.
23	Denver,	Jacobs, Malcolm & Burtt, San Francisco, vs. Powell Brokerage & Commission Co., Denver.
22	Denver,	Peppers Fruit Co., Los Angeles, vs. Stacy-Vorwerck Co., Cheyenne, Wyo.

(continued on next page)

Date	Place	Parties Involved
Sept.		
21	Denver,	Jacobs, Malcolm & Burtt, San Francisco, vs. Katz Fruit Co., Denver.
30	Payette, Ida.,	Wm. Fean & Co., Columbus, vs. Peter Bourg Co., Los Angeles, and F. H. Hougue, Inc., Payette, Idaho.
Oct.		
3	Yakima, Wash.,	Sales Service Co., Pittsburgh, vs. F. W. Shields Co., Yakima, Wash.
5	Toppenish, Wash.,	Burkley Produce Co., Pittsburgh, vs. Benz Bros. & Co., Toppenish, Wash.
6	Toppenish, Wash.,	Podmore & Sons (J.W.), Honolulu, Hawaii, vs., Benz Bros. & Co., Toppenish, Wash.

5e. A CONTRACT ORDER MUST BE FILLED, IF AT ALL POSSIBLE TO DO SO

The Secretary has ordered the Big 7 Fruit Warehouses, Inc., Yakima, Wash., to pay $729.60 with interest to Morris Trubin, Los Angeles, Calif.

Trubin alleged that the Big 7 Fruit Warehouses agreed in July, 1931, to sell him 5 carloads of Bartlett pears at $40 per ton f.o.b. shipping point; that he made a deposit of $100 per car on the 5 cars; that the Big 7 Fruit Warehouses failed to ship or deliver the pears at the time and in the manner called for in the contract; that in August, 1931, he was advised by the seller that delivery could not be made because of failure of the fruit to mature to normal size. Trubin claimed that he was damaged in the sum of $729.60, this being the difference between what the pears would have been worth, had delivery been made in accordance with the contract, and the cost of pears which he was compelled to buy, to take the place of those not furnished. The $500 paid by Trubin as a deposit was returned by the seller.

The Big 7 Fruit Warehouses claimed that no contract was made, as Trubin would not sign the regular form of contract mailed to the broker; that due to weather conditions in the Medford, Oregon, district fruit did not mature to normal size; that the district normally would have produced the quantity necessary to fill the Trubin order but failed to do so; that an offer was made to substitute Bartlett pears of similar quality; that the seller attempted to secure three cars of another brand but before negotiations could be completed these cars were sold elsewhere, and that because of the lack of development of pears in the Medford district the seller was unable to secure the sizes desired from other shippers. It also appeared, by a telegram from the seller to the broker, that the seller claimed that its failure to fill the order was due to causes over which it had no control, such as severe heat and drought, and that the seller did not feel obligated to buy cars from another shipper in the Medford section merely because that shipper happened to have that quantity.

The Secretary held that the contract between buyer and seller was evidenced by sufficient notes and memoranda of the transaction to comply with the Statute of Frauds, and then proceeded to consider the seller's defense that the fruit did not mature to normal size because of dry conditions and that subcontracts made by the seller failed to produce sufficient pears to fill the order. The Secretary called attention to the general rule regarding failure to deliver by the seller on an executory contract, which is as follows:-

(continued on next page)

"*** Where a person absolutely contracts to do a certain thing not impossible or unlawful at the time, he will not be excused from the obligations of the contract unless the performance is made unlawful or is prevented by the other party; neither inevitable accident nor even those events denominated acts of God will excuse him, and the reason given is that he might have provided against them by his contract."

The Secretary also called attention to a decision by a California court, in which the following statement was made:-

"Where one makes an unqualified agreement to sell goods to be delivered at a fixed time, or on demand of the buyer within a stated period, and it is inherently possible to obtain the goods, the fact that the seller may have expected to manufacture the goods himself, or to procure them from a certain source, and has not been able to complete or obtain them when delivery is due, does not excuse performance. In that event, his contract being unconditional and unqualified, he must go into the market if necessary and obtain the goods, and he will be liable in damages for nondelivery."

The Secretary therefore decided that, while this rule has been somewhat changed where a particular ground or section is specified in the contract, nevertheless in the present case the particular district is specified and there is proof that pears meeting the specifications of the contract were available and that respondent should have purchased these pears to fulfill the contract. The Secretary therefore held that the Big 7 Fruit Warehouses, Inc., failed to deliver without reasonable cause 5 cars of pears, and that the complainant should be awarded damages in the sum of $729.60 plus interest and the facts should be published.

6e. A NEW YORK CITY RESPONDENT FAILS TO APPEAR AT P.A.C. HEARING

The Secretary has ordered the Ben Balish Produce Co., New York City, to pay $641.35 to Y. Aoyama Co., Brawley, Calif.

Aoyama sold Ben Balish Produce Co. a car of cantaloupes and diverted this car open to Balish at New York City. Balish accepted the car but never paid the purchase price thereof, amounting to $641.35. On the day the hearing in this complaint was scheduled to be held, Balish's attorney requested a continuance. The hearing was then set for two days later, on which date neither the respondent nor his attorney appeared. The record was opened and the depositions of the witnesses for the complainant were introduced. Balish's license expired in March, 1932, and was not renewed. Consequently, it automatically terminated. The Secretary therefore issued a reparation award for the value of the car of cantaloupes, and ordered the facts to be published.

F. G. ROBB,
In Charge, Regulatory Branch.

OFFICE NOTES:

Mr. Robb returned to his desk in the Washington office yesterday morning, fairly well recovered from his recent operation.

Wm. E. Lewis, who is traveling in the field in the interest of work on standardization of canning crops, has recently been in Maine and expects to come back to Trenton and Camden, N.J., in the near future before returning to Washington.

Robert Bier spent a few days this week in Baltimore and vicinity, supervising the inspection of crops for canneries.

Paul M. Williams, in charge of the Canned Fruit and Vegetable Grading Service, went to Traverse City and other points in Michigan last week, to interview canners and bankers with reference to grades for canned foods. He also inspected and graded certain lots of canned cherries at the request of the Veterans' Administration.

E. P. Bostwick, the Chicago representative of the Canned Fruit and Vegetable Grading Project, is in Knightstown, Ind., this week, to inspect and grade several carloads of canned tomatoes for the Indian Service.

Loyde M. Billman, assistant to Paul M. Williams in Washington, has spent the past two days with the General Supply Committee, grading bid samples of various canned products for use in Federal institutions in the District of Columbia and at nearby points.

L. C. Carey, in charge of work on containers, plans to spend the next two weeks on a trip to Jacksonville, Fla., Atlanta, Ga., Norfolk, Va., and other points in those States, making investigations under the Standard Container Acts.

T. C. J. Baker, of Mr. Carey's project, will extend his field trip (see D.L. for August 19) to include points in Colorado, Utah, Idaho, Washington and Oregon.

J. W. Dykes and O. N. Harsha, of the Regulatory Branch, will go to Cleveland by Tuesday, September 13, to attend and testify at the public hearing of the P.A.C. case scheduled for trial in that city, as listed on another page of this D.L. Before returning to Washington, they will make investigations of other cases in Cleveland, Pittsburgh and Altoona, Pa.

R. H. Shoemaker likewise will attend the P.A.C. hearing in Cleveland next Tuesday, and may make investigations of other cases in Detroit; Xenia, Ohio; Kansas City and Orrick, Mo.; East St. Louis and Chicago, Ill., and other points in the Middle West.

R. M. Peterson was in the Washington office on Tuesday, en route to Martinsburg, W. Va., where he is opening today the news service on apples.

(over)

OFFICE NOTES (CONTINUED):

Among recent visitors to the Washington office were George E. Prince, of Columbia, S.C., who conferred regarding matters of inspection; L. M. Rhodes, of Jacksonville, Fla., and Wm. E. Harrison, of the Baltimore office, who took up with local officials questions relating to market-news work; and W. C. Hackleman, of the New York City inspection office, who stopped in Washington for a short while after having spent a couple of days last week with inspectors in Philadelphia and Baltimore. Mr. Hackleman also was in Camden, N.J., to see the progress of the inspection work on cannery tomatoes. Other visitors were former members of our staff: V. D. Callahan, of Brawley, Calif., and B. B. Jones, of New Orleans, La.

F. S. Zimmerman, of the New York City inspection staff, will return to Dover, Del., next week, from which place he will supervise the shipping-point inspection work on Delaware apples for the next month or more.

R. B. Landrum, who has been supervising shipping-point inspections of grapes and apples in northwestern Arkansas, is now also grading samples of canned foods submitted to him at Springdale, Ark.

O. G. Strauss has completed his standardization work in Georgia and has returned to Orlando, Fla. His Orlando mail address is P.O. Box 188.

J. D. Hamilton has closed the news service on fresh prunes at Freewater, Oregon, and returned to Portland. He will make the necessary field trips to check shippers' reports of f.o.b. sales of northwestern apples, made to the Spokane office, which office will resume these special apple reports in the near future.

W. D. Hull plans to close the market-news field station at Rocky Ford, Colo., by September 15, after which he will proceed to Portland, Oregon, to assist in the local work of that office.

V. H. Nicholson will open the field station at Presque Isle, Maine; A. M. McDowell will begin potato reports at Waupaca, Wis., and R. G. Risser will start potato market reports at Idaho Falls, Idaho, all within the coming week.

PLEASE NOTE that T. W. Ayres is moving his headquarters. After this week, his address will be: 4 South Loudoun Street, P.O. Box 139, Winchester, Virginia. His office phone will be No. 1305, and his residence address will be 606 West Cork Street, Apt. No. 2. Please make all these changes on the last page of the Inspection Station Address List dated July 20.

M. M. Thomas, of the St. Louis market-news office, has moved his residence to 1115 Ralph Terrace, St. Louis; his phone remains unchanged. Please note this new location in the Market Station Address List dated July 15.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 36 Sept. 16, 1932

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication

1a. INTERESTING REPORT ON TOMATO RECEIPTS AT CAMPBELL'S SOUP FACTORY

J. G. Scott, of the Philadelphia office, sent the following report regarding arrivals by truck in that city and at Camden:-

"The Campbell Soup plant in Camden, N. J., is now in full operation on tomatoes. Their buyer advised us yesterday that at 6 a.m. the day before there were 669 trucks in line at the plant, and by 3 p.m. they had increased to 806. The plant is running from 5:30 a.m. to 10:30 p.m., and can unload 160 trucks per hour. The Soup Company is buying on the basis of Federal grades and is paying contractors $20 per ton for U.S. No. 1 and $12 for U.S. No. 2 stock. I believe that they reserve the right to reject any lot running over 10% culls. They are paying very good prices, compared with the Philadelphia market.

"You may be interested to know that our rail and boat unloads for August dropped over 900 cars, compared with August, 1931, but our motor-truck receipts exceeded those of the same month last year by over 1,800 carloads. We had 1,333 carloads of cantaloupes by truck, 853 cars of green corn, 736 of tomatoes, and both peaches and potatoes were well above 600 carloads. Business seems to be going on in a big way here, regardless of the depression."

2a. MANY INSPECTIONS MADE IN OUTSIDE MARKETS

In addition to inspections made within the 48 cities where our inspectors are located, a large volume of work is done in outside markets where the Inspection Service does not maintain permanent offices, this work being handled by inspectors from the nearest office. A recent compilation shows that during the fiscal year ended in June, 1932, about 7,054 inspections were made in 354 markets in which the Bureau does not maintain offices. Total inspections in all cities were 53,241, thus indicating that about 13% were made in outside markets. Most of the inspections made in markets where no office is maintained were in Jersey City, N. J., with a total of 4,129. The State of New Jersey as a whole reported 4,711 inspections in outside markets; Connecticut 574, Ohio 365, Texas 331, Massachusetts 207, New York 206, and Pennsylvania 125.

3a. BUSINESS CONDITIONS

"Pronounced activity with rising prices in security and commodity markets prevailed during the month of August and the first week of September, while business activity in general remained near the lowest level so far reached in this depression, but the first week of September showed some improvement in business activity due to expansion in textiles. It was generally assumed that a continued improvement in the banking situation throughout the country and an improvement in the world credit outlook was chiefly responsible for the advance in security and commodity prices."-(Price Situation, Sept. 15)

MARKET NEWS SERVICE

1b. TIMELY NEWS FROM THE PACIFIC NORTHWEST

T. R. Hall, of Seattle, included the following information on fruits in a northwestern review last week:-

"With apple picking getting under way in eastern Washington, exporters are eagerly looking to various foreign markets for a profitable distribution of northwestern apples. Recent advices cabled from Shanghai indicate probably smaller imports this fall and early winter than a year ago. Apple and pear crops in the Chefoo district are somewhat larger, supplies of domestic apples and pears are available at lower prices, and some old-crop American apples are still in storages."

"Recent trade estimates of the number of cars of Jonathans for shipment from Wenatchee and Yakima are placed around 1,200 cars, representing a reduction of nearly 1,000 cars for each district since the August estimates were made. Ravages of worms during the past few weeks are held largely responsible for the reduction. A freer inquiry from domestic cash buyers has developed, and prices are being quoted around 80-90¢ per box, f.o.b. shipping point, for Extra Fancy. First exports are expected to clear Port Seattle about Sept. 10 for Great Britain.

"Peach harvest in the Yakima Valley is rapidly approaching an end, after a very disastrous season financially. Many orchardists did not pick the entire tonnage of Elbertas on account of the poor demand."

J. D. Hamilton, of Portland, made these additional comments in a review:-

"What appears to be a lack of eastern buying-power caused 500 carloads of No. 1 fresh-prunes, out of a total 1,300-car crop, to remain unharvested in the Walla Walla-Milton district. Southern Idaho's 1,600-car crop of No. 1 prunes is now facing this same situation. Canners have obtained a liberal volume of No. 1 Bartlett pears at $8-$10 per ton. Color of apples in nearly all northwestern districts is developing unusually well. Walla Walla, for instance, reports the best color on Jonathans and Delicious in many years. Cool nights nearly all summer probably were an important factor in this year's fine color development."

2b. TRUCKS LARGELY SUPPLYING CLEVELAND MARKET

A. B. Farlinger wrote as follows in a letter of Sept. 9 from Cleveland:-

"Our latest report shows 1,442 cars unloaded during August of this year, compared with 2,173 during the same month of 1931, a decrease of 33½%. For the first eight months of this year 13,170 cars of fruits and vegetables have been unloaded on the Cleveland market as against 15,793 during the same period of 1931, or a decrease of about 17%. The falling-off in receipts of apples, peaches, potatoes and watermelons accounts for the heavy decline this year, especially in August.

"The increase in truck receipts from nearby States, as well as Ohio points, is accountable for a large part of the reduction in the carlot unloads. I have noted that the truck movement of onions, cantaloupes and watermelons

from Indiana, peaches and pears from Michigan, apples, pears and potatoes from New York, huckleberries, plums and cauliflower from Pennsylvania have increased considerably recently, and the local market is receiving supplies from these points almost entirely by truck. Of course, we have Ohio peaches from the Island section, potatoes, apples, cantaloupes, plums and practically all vegetables being trucked in from other sections of the State.

"Our today's (Sept. 9) railroad report shows 14 cars arriving during the past 24 hours and a total of 44 cars on track, a situation that probably has not existed on the Cleveland market for years. This again shows the rapid increase in the truck movement of fruits and vegetables from the main producing sections, and the shifting from railroads to trucks as a method of transportation."

3b. INSTRUCTIVE NOTES ON WESTERN NEW YORK CROPS

R. L. Sutton included the following news in a letter of Sept. 13 from the Rochester office:-

"The marketing situation in the western and central New York territory appears more favorable at this time. The demand for pears is coming from a wide territory. Shipments are rolling daily to points in Minnesota, Nebraska, and South Dakota. An important volume is being exported. From the 75 cars shipped on Monday, approximately 40% were destined for foreign markets. The Bartlett pears packed directly from the orchards have mostly been shipped. From this time until the wind-up of the Bartlett season, shipments will be largely from cold storage.

"Harvesting of Elberta peaches in western New York is just getting under way. F.o.b. prices opened at 80-95¢ for bushel tubs of U.S. No. 1 Elbertas, 2-inch minimum. It is understood that truckers are active in Niagara and Orleans counties, paying in some cases as much as $1 per bushel.

"Transactions in apples are being confined largely to the earlier varieties. The Wealthy would probably be considered the most important at present . The Baldwin crop is light this season.

"Cabbage dealers report a slightly improved demand. Movement to kraut factories is fairly active. The celery market outlook has shown a little improvement during recent days.

"Shipments of onions are on the increase. Prices have shown comparatively little fluctuation, with levels still holding at a low point. Indications point to the development of an increasing business this season in the smaller types of packages, ranging from 5 to 25 pounds."

4b. CODE ADDITIONS, EFFECTIVE FRIDAY, SEPTEMBER 23

On the "GOD-GOS" (Miscellaneous Market Phrases) page of the code, add

GODAL - sales from cold storage.

On the "GOB" (Miscellaneous F.O.B. Phrases) page add:

GOBOZ - carloads f.o.b. shipping point (based on delivered sales less all transportation charges), and carloads f.o.b. usual terms.

POTATOES declined about 10,000,000 bushels during August, making the September forecast 357,000,000 bushels, or 19,000,000 below last year.

INSPECTION SERVICE

1c. USE TERM "BOX" INSTEAD OF "SUITCASE"

The term "suitcase," which has been used to describe a container for fresh prunes, is too indefinite and its use must be discontinued. In the State of Washington, shipping-point inspectors have been instructed to designate these containers as boxes. The size of the box, referred to as the "suitcase," has been changed from time to time and the term "suitcase" no longer applies to a specific box. When the type of container is a point in controversy, the inside dimensions of the box may be given on the inspection certificate.

2c. ACTIVE GRADING OF CANNERY TOMATOES IN NEW JERSEY

An average of about 4,000 tons of cannery tomatoes daily is being graded this season for the Campbell Soup Co. by licensed inspectors working cooperatively under the New Jersey Department of Agriculture, in addition to smaller quantities at three other plants. In past years, farmers in that State have sold their cannery tomatoes at a flat rate per ton, regardless of quality variations. This year about 75% of the State's 180,000-ton crop is being purchased on basis of quality as determined by grading. A recent statement from Trenton says:-

"Manufacturers of tomato products have found that the better the color and general quality of the tomatoes they purchase, the better the finished product. They are in the market for sound well-colored tomatoes, and this year have contracted with New Jersey growers to pay from $16 to $20 per ton for U.S. No. 1 stock, from $8 to $12 per ton for U.S. No. 2 stock, and nothing for culls.

"The average price per ton paid to New Jersey growers at the four canneries purchasing their stock according to the new system is reported to have been as high as $17.50 in a single day, which means that some growers have been getting considerably more than $18 per ton. The few canneries in New Jersey which are buying on the flat rate basis are paying from $10 to $14.50 per ton."

3c. BANKRUPTCY NOTICE

We have been advised that the Standard Fruit and Produce Company of Providence, R. I., has been declared in bankruptcy. Any unpaid bills against this concern should be forwarded to Washington for collection.

4c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be added to the list of Past-Due Accounts:-

Standard Fruit and Produce Co.,	Providence, R. I.	$13.18

The following should be taken from list of Past-Due Accounts:-

Paul E. Mary, Jr.,	New Orleans, La.	$1.00
T. F. Travers & Sons,	Wilmington, Del.	4.42

RECEIVING-POINT INSPECTIONS DURING AUGUST, 1932

Markets	Total Inspections	Inspections Same Month 1931	Inspections for Carriers	Declined: For Lack of Time	Total Fees
Atlanta	36	39	5	0	$154.00
Baltimore	17	19	0	0	55.50
Boston	92	251	50	0	793.86
Buffalo	16	24	5	0	56.00
Chicago	47	67	2	0	194.00
Cincinnati	19	37	0	0	78.42
Cleveland	20	67	1	0	112.86
Columbus	6	14	0	0	28.05
Denver	15	21	2	0	60.00
Des Moines	2	3	0	0	8.00
Detroit	33	82	0	0	141.50
Fort Worth	10	17	1	0	69.76
Harrisburg	2	3	0	0	8.00
Hartford	20	-	1	0	79.22
Houston	19	-	0	0	84.15
Indianapolis	2	11	0	0	10.00
Jacksonville	24	-	0	0	107.75
Kansas City	33	50	17	0	137.00
Los Angeles	0	5	0	0	.00
Louisville	3	9	0	0	12.00
Memphis	33	26	27	0	146.00
Milwaukee	102	122	8	0	398.50
Minneapolis	7	16	0	0	31.00
Newark	22	67	0	0	90.00
New Haven	14	56	1	0	65.29
New Orleans	151	130	31	0	284.05
New York	356	459	83	0	1,752.04
Norfolk	8	0	1	0	31.50
Omaha	14	30	5	0	54.50
Philadelphia	41	105	6	0	278.67
Pittsburgh	103	116	36	0	397.96
Portland	6	4	0	0	25.00
Providence	7	13	0	0	27.68
Rochester	6	9	0	0	24.00
St. Louis	115	70	0	0	347.00
San Francisco	10	3	1	0	215.00
*San Juan	2	3	0	0	6.50
Scranton	1	12	0	0	4.00
Seattle	3	0	0	0	14.00
Springfield	29	15	6	0	162.95
Trenton	-	2	-	-	--
Tulsa	-	4	-	-	--
Washington	10	9	0	0	73.00
Wilkes-Barre	3	7	0	0	13.00
TOTAL	1,459	1,997	289	0	$6,631.71

* Compiled from certificates in files.

-- INSPECTIONS for the Navy and Marine Corps will be published next week.

5c. SPECIAL INSPECTIONS IN CLEVELAND AND BOSTON DURING AUGUST

The following inspections were made during August under agreement with the Northern Ohio Food Terminal at Cleveland:-

Total	1,514
Nickel Plate	964
B. and O.	40
Erie	22
Pennsylvania	383
Kroger's	56

The following inspections were made during August for various city institutions in Boston under special agreement:-

Passed	306,756½ lbs.
Rejected	6,148 lbs.
Total	312,904½ lbs.

6c. HONEY BEING INSPECTED IN OHIO; OTHER INSPECTION NEWS

M. W. Baker, of the Columbus office, submitted a few days ago a copy of his first certificate on a carload of honey. Previous to that time, inspections had been made of l.c.l. shipments only. Mr. Baker believes that inspection will eventually become a deciding feature in the marketing of the extracted product. It requires about half a day to do the laboratory work on a carload of honey, and the equipment is rather expensive.

Peach inspections in Ottawa County, Ohio, are about finished, with a total of around 500 certificates to date. This represents 95% of the peach movement from the Island district. Apple inspections have been begun in southern Ohio. The Grimes and Jonathan crops were almost a failure. Romes, Staymans, Red and Golden Delicious are a fair crop, although all orchards have been badly affected by drought. Mr. Baker thinks that the color will be poor on all of the varieties mentioned, particularly Delicious and Stayman, as most of the fruit now has a dirty, brown appearance. He added: "We shall start apple inspections in Columbiana and Mohoning sections next week. Scab has hit the crop there badly, and the percentage of U.S. No. 1 stock will be quite sharply reduced from last year. On the whole, however, I would not be surprised if the volume of U.S. No. 1 apples in the entire State, moving under inspection, will be nearly equal to that of last year. We shall have about the same number of inspectors and probably shall be very busy up until about November 1.

"The onion deal is starting off slowly. The crop is large and quality good. The bulk of the crop up to the present time is going into storage and, at prevailing prices, I doubt if there will be much of a movement until about the middle of October. Our inspection work may be much heavier than it has ever been. Practically all of the large shippers have signed the 50-car contract, which practically binds them to have the bulk of their movement inspected during the season. On this basis, there probably will be 1,200 cars inspected.

"The inspection of tomatoes for canning purposes is progressing exceptionally well this year, considering the dry weather and the intense heat. Growers are well satisfied with their prices, due to the fact that practically all factories are paying more on the graded basis than they would have done on the flat rate. The tonnage moving under inspection probably will be nearly double that of last year.

"The cabbage crop has been delayed; consequently no inspections of cabbage for kraut will be started until about the last week in September. We shall have one man inspecting a week at each plant, in order to determine a fair price-differential for the kraut packers to use on a graded contract next year."

7c. AN IMPORTANT CORRECTION FOR CABBAGE CIRCULAR

Revised page 15a, paragraph 63, of the Cabbage Products Circular, which was mailed with the last D.L. to all inspectors, should be corrected to read: "the stem shall not be longer than one-half inch." This is in conformity with the 1928 revision of the cabbage grades, which specifies that the stem shall not be longer than one-half inch, instead of one inch as given in the earlier grades.

8c. ENCLOSURES FOR INSPECTORS

With this D.L., each inspector will receive the following material:-

"Color Requirements for Some Varieties of Apples Not Listed in the U.S. Grades," a single sheet mimeographed on both sides.

Booklet containing "Washington Standards for Grading, Packing, Certification and Packages of Apples."

Private brands of apples registered in State of Washington, including specifications for OH YES, BLUE FLAG, and HI-FUL-PAK registered brands of the Earl Fruit Co.

R. C. BUTNER,
Specialist in Inspection

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- CONTINUED from Page 553:

5b. RECENT NOTES ON COLORADO CANTALOUPES AND HONEY DEWS

The following items were taken from a letter of Sept. 12, written by W. D. Hull at Rocky Ford:-

"During the past few days the Colorado cantaloupe situation has shown slight improvement. With the cleaning up of homegrown supplies on numerous eastern markets, a better demand for Colorado stock has been reported. Fields in the Rocky Ford section are about all harvested, and it is expected that the carlot movement will begin to decrease after the middle of the current week. From this time on, most of the supplies will come from the north side of the Arkansas River, in the section around Boone, Avondale, and Ordway.

"So far this year, there have been very few straight cars of Perfectos shipped, most of this variety moving in mixed cars with other types of cantaloupes. During the latter part of the last week, there was a noticeable improvement in the demand for Pink Meat melons and there was some tendency toward competitive bidding for the few cars that were loaded.

"Generally speaking, the demand for Honey Dews has been rather draggy. Shipments from Colorado have been increasing and it is expected that the peak of the Honey Dew movement will be during the current week. However, there are still many fields which are too green to pick and, if the frost will hold off, shipments will be made until the first of October."

6b. NORTHWESTERN PEARS FOR EXPORT MARKETS

"Adjustment of the French quota of American pear imports has resulted in several heavy cargoes of Bartletts loaded for that country. Considerable improvement in last week's auction sales of northwestern Bartletts also developed, and canners' buying prices registered an advance."- (J.D.Hamilton, Portland)

- WENDELL CALHOUN, Marketing Specialist.

REGULATORY ACTIVITIES

The following decisions have been rendered by the Secretary of Agriculture as a result of complaints filed under the P.A.C. Act:-

1e. MORE THAN $6,000 MUST BE PAID FOR 8 CARS OF CALIFORNIA TOMATOES

The Secretary has ordered Salvadore Sanseri, Augustina Sanseri, and Michaelino Sanseri, doing business as the Pennsylvania Macaroni Co., Pittsburgh, Pa., to pay $6,110.44 with interest to Erle E. Emery, doing business as the Erle E. Emery Co., Los Angeles, Calif.

Emery alleged that the Pennsylvania Macaroni Co. had rejected without reasonable cause 5 cars of tomatoes and had failed truly and correctly to account promptly for 3 other cars of tomatoes, and also set forth various items of injury for which reparation was sought. The Pennsylvania Macaroni Co. admitted liability in the amount of $2,172.00, this being the invoice price of 3 cars, and set up counterclaims in the amount of $2,347.78, which sum represented, mainly, loss of prospective profits on the cars in controversy.

Emery maintained that the contract was negotiated through two successive steps: first, an oral conversation between Emery and one Cecil York, a representative of the Pennsylvania Macaroni Co., at Salinas, Calif., and secondly, a series of telegrams passing between Emery and the company, covering the various cars specifically. The Pennsylvania Macaroni Co. denied that York was their agent and contended that the deal was started through a letter from them to Emery, setting forth in detail the basis on which the company would do business with him. Emery denied having received this letter, and in no telegram sent by the company subsequent to the date of the letter did they make any reference to it. This fact cast considerable doubt on whether such a letter was sent. It was also plainly noted that, in spite of express statements in the alleged letter of the only way the Pennsylvania Macaroni Co. would do business with Emery, the latter continued to make offers, the terms of which differed widely from those purported to be set out in the letter. An analysis of the wires which passed between the parties concerning each individual car shows that the various contracts on individual cars were entered into on the basis of California acceptance and inspection there and the general guarantee of Emery that the tomatoes were of quality "equal to anything being shipped this section."

The next point involved the quality and condition of the tomatoes when shipped. The buyer submitted evidence, as to their condition upon arrival in Pittsburgh. The quality and condition of the commodity was material only at the time of shipment, since the contract called for California inspection and acceptance. Testimony as to the condition of the tomatoes at Pittsburgh was therefore of value only as tending to show the condition of the commodity at the time of shipment. The testimony of Emery and other California witnesses for him showed the tomatoes to have been equal to or better than anything being shipped from the respective sections. Under the contracts, the actual condition of the tomatoes was not material except for the purpose of comparison with other tomatoes from the same section. The buyer offered no testimony to show that other and better tomatoes were being shipped from these sections, and the testimony offered on behalf of Emery that they were equal to or better than others being shipped was uncontradicted. The buyer offered in evidence the testimony of several witnesses and also the inspection certificates issued at Pittsburgh

on the cars. There is nothing in any of these certificates to show that the tomatoes were not equal to or better than anything then being shipped from the California district.

Two of the cars in question were diverted to New York City while in transit, by order of the Pennsylvania Macaroni Co. Such action constitutes complete acceptance of the cars. To permit a purchaser to divert cars to various points throughout the country and, thereafter, reject them for any reason whatsoever, would be to permit him to take an undue advantage of the shipper. The Secretary held, therefore, that the record showed that the Pennsylvania Macaroni Co. had violated the provisions of the P.A.C. Act in that it rejected without reasonable cause part of the cars at issue and failed to account for the others.

Emery asked for reparation in the amount of the invoice price of each car, together with many other items of damages. Under the terms of the various contracts governing the cars, theoretically they were all accepted by the respondent at the time of movement from California. There was no duty on Emery upon the rejection of the cars at Pittsburgh other than to use his best judgment in an effort to minimize the loss. There is nothing to show that he failed to do this and the record showed, on the contrary, that he made every effort to secure acceptance of the cars and that failure to cut down the loss on these cars was due to the dilatory tactics of the Pennsylvania Macaroni Co.

On the 8 cars in question, Emery showed damages amounting to $6,082.20. He set up various other items of damages, including pay for a reporter to take depositions, travel and other expenses from Los Angeles to Santa Maria, Calif., clerical help, railroad fare from Los Angeles to Washington and Pittsburgh, attorneys' fees, reparation for injury caused by false accusation in telegrams, and an amount sufficient to cover deficit on freight charges on the cars. Since it appeared that Emery had not paid the deficit in freight charges, that was not a proper element of damages. Since no substantial evidence was submitted in support of the claim for damages alleged to have been caused by false accusation, its merits or the jurisdiction of the Secretary were not considered. With regard to the claims for attorneys' fees, it is well settled that attorneys' fees are not proper element for recovery in law, unless authorized by statute. This is not the case in Pennsylvania nor is provision made in the P.A.C. Act for recovery of attorneys' fees in an action before the Secretary. The other matters for which Emery asked reparation were all related to the preparation and prosecution of his case, and, as in case of attorneys' fees, they must be denied.

However, the protest fees paid by Emery are properly recoverable, inasmuch as they directly resulted from the refusal of the Pennsylvania Macaroni Co. to pay the various drafts drawn on it by Emery. The counterclaim of the Pennsylvania Macaroni Co. was dismissed, because the record showed a violation of the Act by that company and failed to show a violation on the part of Emery. Reparation order was issued in the amount of the invoice price of the eight cars plus protest fees, or $6,110.44 in all, with interest.

"POTATO markets in the Northwest took an upward price trend last week. Yakima No. 1 Netted Gems sold f.o.b. usual terms around $12, an advance of about $2 per ton. Frost damage to Idaho potatoes has been confined to a limited seed-potato area in the northeastern corner of the State." J.D.Hamilton,Portland.

2e. DAMAGES AWARDED FOR FAILURE TO DELIVER TWO CARS OF PEACHES

The Secretary has ordered the Agricultural Exchange, Pittsburgh, Pa., to pay Wishnatzki & Nathel, New York City, $368.68 with interest.

Wishnatzki & Nathel complained that they bought from the Agricultural Exchange 2 carloads of peaches, f.o.b. California; that they paid bank drafts on both cars but that, when they instructed the railroad to deliver the cars to the auction, they were informed that the cars were not consigned to them; that they thereupon communicated with the Agricultural Exchange, which advised them that the sales had been confirmed in error and that the Exchange was unable to make delivery. It was further claimed that, because of failure to deliver the cars, Wishnatzki & Nathel suffered loss and were damaged in the sum of $368.68, this amount being based upon prices, less freight and other charges, which were realized on two cars of peaches of the same brand, variety, and size sold at auction on the same day the two cars in question would have been sold. The Agricultural Exchange did not deny these allegations but claimed that it had notified the buyers that it was unable to make delivery on the cars in question, and hence felt that it had not violated the Act. The Secretary held that failure to make delivery was without reasonable cause and hence in violation of the Act, and that the complainant's claim for loss and damage should be allowed.

3e. COMPLAINT DISMISSED AGAINST CANTON, OHIO, FIRM

The Secretary has dismissed the complaint brought by the O'Donnell-Dunn Co., Pittsburgh, Pa., against Shaeffer-Black Co., of Canton, Ohio.

The O'Donnell-Dunn Co. alleged that on or about August 14, 1930, they offered for sale to J. R. Coll, agent for Shaeffer-Black Co., a car of cantaloupes then on track at Pittsburgh; that the car was inspected and accepted at Pittsburgh and was ordered shipped via Canton, Ohio; that upon arrival at Canton the car was rejected without reasonable cause by the Shaeffer-Black Co.

Three questions were raised at the hearing; (1) as to the 9 months' statute of limitations; (2) as to whether there was an absolute acceptance by the buyer acting through its agent; and (3) as to the quality of the cantaloupes at the time of sale.

The respondent made the point that complaint in this case had not been filed within 9 months after cause of action accrued. The examiner treated the statement as an objection and overruled it. The file disclosed that an informal complaint was made on March 9, 1931, and a copy of this was served on the party complained against, who acknowledged receipt of it and made written explanation of the transaction on May 7, 1931. Formal complaint was filed on August 18, 1931. The Secretary held that a claim filed informally within the statutory period is not barred because the formal complaint is not filed until after the statute has run.

As to the second point, there is evidence to the effect that on the date the sale was negotiated the seller represented to the broker that this car of cantaloupes had arrived early that day, although the record shows clearly that it arrived on August 10. The broker testified that the car had been represented to him as a car of fine cantaloupes; that he had informed the seller that they had to be good quality and sound condition, as he would not be able to inspect them, and that he was told they were all right and were fine. The sellers claimed that they made no representation as to the quality of the

cantaloupes; that the broker was furnished the car number and had an opportunity of making inspection. The Secretary held that the seller was not justified in concluding that the buyer, because of the broker's opportunity to make an inspection, necessarily waived such inspection and thereby accepted the goods. The Secretary also held that the testimony supported the conclusion that the seller stated that the cantaloupes were of good quality and that the broker relied upon such express warranty and, on that account, did not make an inspection.

As to the third point, the buyer returned the car to Pittsburgh after finding the cantaloupes unsatisfactory but, when the seller refused to handle them, the buyer authorized his agent to make disposition elsewhere. The record is clear that the buyer did not retain the goods but promptly returned them and specifically advised the broker that the shipment would not be accepted. The buyer cannot, therefore, be deemed to have preformed such an act as would constitute acceptance within the meaning of the Uniform Sales Act and, since the evidence shows that the cantaloupes did not comply with the seller's expressed warranty, the rejection is held to be justified and the case was dismissed.

4e. ADDITIONAL HEARINGS UNDER P.A.C. ACT

The Department has announced the following additional hearings under the P.A.C. Act. C. P. Dorr, of the Solicitor's Office, will act as examiner at these hearings:-

September		
12	Columbus, Ohio	(Rehearing) J. B. Easterlin,Jr.,Montazuma, Ga., vs. Sugar Bros., Columbus, Ohio.
20	Omaha, Nebr.	(Rehearing) F. C. Nelson, Center, Colo., vs. Levinson Fruit Co., Omaha.
29	Pocatello, Idaho	Stonebarger-Anderson Co., San Francisco, Calif., vs. Idaho Packing Corp., Pocatello, Idaho.
27	Butte, Mont.	Harry Thrailkill, Stevensville, Mont., vs. C. H. Robinson Co., Butte, Mont.

- F. G. ROBB,
In Charge, Regulatory Branch.

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"THE SMALLER SUPPLY OF POTATOES this year is already reflected in relatively higher prices than prevailed last season. Thus, while the actual August 15 farm price of 51¢ per bushel was approximately equal to the average received for last year's crop, it was equivalent to a price 10% higher in view of the lower general level of prices. Present prices (September 12) are equivalent to about 15 to 20% higher than a year ago in view of the advances in potato prices since August 15. Crop development during the next few weeks is likely to be the chief factor in determining changes in the general level of potato prices.

"The United States average of farm prices as of August 15 at 51¢ a bushel was 3¢ higher than on July 15, but 26¢ or about one-third lower than a year earlier. The mid-July farm price of potatoes was the lowest price in at least the past 25 years."- (Price Situation, Sept. 15)

OFFICE NOTES:

Wm. E. Leigh expects to leave Washington on Sunday and spend a week at various points in Florida, in the interest of a possible revision of the Florida citrus grades.

Robert Bier was at Winchester, Va., on Tuesday; Camden, N. J., on Wednesday, and at Rochester, N. Y., the last three days of this week in connection with his supervisory work on shipping-point inspections and the grading of cannery crops.

M. A. Russell is still in charge of the Chicago inspection office while E. E. Conklin, Jr., is detained at Syracuse, N. Y., on account of the serious illness of his father.

A. H. Polster, who has been assisting in the Denver inspection office for some weeks, expects to return to his headquarters at Dallas, Texas, Sept. 25. En route, he will do a few days' work for the licensing section of the Regulatory Branch in northern New Mexico.

It is of interest to note that R. B. Landrum, stationed at Springdale, Ark., recently made 18 inspections of samples of canned foods in one day, thus showing the increase in this line of work. He will remain at Springdale until Sept. 22 or 24.

No changes have been made this week in the lists of temporary field stations of the Market News Service or the Inspection Service, except that the work on cantaloupes at Rocky Ford, Colo., was closed yesterday, as scheduled, and W. D. Hull has gone to Portland, Oregon.

The Portland, Oregon, offices were closed on Tuesday, Sept. 13, because of a State holiday in honor of the American Legion, which was in convention in that city during the past week.

CORRECTION OF ADDRESS:- L. C. Tate, of the Minneapolis market-news office, has moved his residence to 4552 Cedar Ave.; phone Dupont 1969. C. D. Schoolcraft, of the Detroit office, has moved his residence to 15411 Minock Ave. Please make these changes under Minneapolis and Detroit on the Market Station Address List.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 37 Sept. 30, 1932.

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication.

NO DIVISION LETTER WAS ISSUED FOR SEPT. 23

1a. EXTENSIVE CANNING OPERATIONS ON THE EASTERN SHORE

Loyde M. Billman, of the Washington office, spent the last three days of last week at Cheriton on the Eastern Shore of Virginia, where he inspected and graded for the Veterans' Administration 6 carloads of canned Lima beans, all of which were found to be of Grade A. The prominent grower-canner, who handles most of the vegetable output around Cheriton, has a system of planting about 100 acres of Lima beans each day for perhaps 48 days, thus spreading the harvesting and canning period over several weeks during the late summer and early fall. This system of planting means that, during the canning season, 100 acres are canned each day. Other vegetables besides Lima beans are grown and packed by this one large operator. Several hundred persons are employed in this particular canning factory and on the farms which grow the vegetables throughout a large part of Northampton County, Virginia.

2a. HELP TO LOCATE M. C. COGGINS

Any member of the staff having information concerning the present location and business connections of M. C. ("Speed") Coggins, formerly of Coggins Brothers, No. 1 South Water Market, Chicago, is asked to advise promptly H. A. Spilman, of the Regulatory Branch in Washington. The last information received was that he might be operating in the onion districts of Iowa, Minnesota and Colorado, and that he probably would be in Laredo, Texas, later, his family having moved to that point and because he is related to Joe Rosenblum.

3a. A BRIEF REPORT ON COLORADO CONDITIONS

Letters from Bryce Morris, of the Denver market-news office, indicate that shipments of cauliflower from the Pueblo district of Colorado may not be more than 75% of the 1931 movement, and the San Luis Valley crop also may be lighter or output may be smaller than last year, due to lower prices. Onions had begun to move in a limited way from producing sections of the State, and harvesting of this crop was expected to become active during the current week. The farmer strike in the San Luis Valley potato district during the week of Sept. 12 to 17 did not result in any material improvement of prices, although shipments were restricted.

- THIS DIVISION LETTER CONTAINS A LOT OF REALLY VALUABLE INFORMATION FOR YOU.-
READ IT CAREFULLY.

4a. PLANT DISEASE POSTERS AVAILABLE FOR 5¢ EACH

The office of Extension Work in Plant Pathology has prepared a set of interesting and instructive plant disease posters, which are available at 5¢ each (cash) through the Supt. of Documents, Government Printing Office, Washington, D.C. Sample sets have been furnished to all of the branch offices and field stations of the F. and V. Division of our Bureau, and all local representatives are requested to advertise these posters as widely as possible.

Market-news offices should please run a notice in one or two issues of all mimeographed reports, somewhat to the following effect:

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MARKET NEWS SERVICE

1b. CASH MARKET NOW IMPORTANT IN BENTON HARBOR DISTRICT

The following was taken from a letter of Sept. 15, written by R. E. Keller at Benton Harbor:-

"The Michigan fruit deals are in a transitory period in their mode of distribution, and I have changed our local report to cover it, in so far as possible. Trucks are carrying the major proportion of all the fruit produced in this area. It is impossible to get a count of all stock moving by truck, but we are now getting a count of all produce moving over the Benton Harbor Cash Market, and this is being reduced to carlot equivalents. It is interesting to note that to date the truck movement of peaches over the market amounts to 1,384 cars, as compared with 217 cars by rail; apples 474 cars, against 126 by rail; and pears 243 cars, as compared with 214. This by no means covers the total truck movement. The shipments direct from farms and by associations are also very heavy. To have our bulletin conform to changing needs, we have been making a late release around 4:30 p.m., including the Benton Harbor Cash Market for that day. As a result, we are getting the Cash Market data out to farmers the following morning. We have received much favorable comment for this speeding-up of release."

2b. VALUABLE NEWS FROM THE NORTHWEST

T. R. Hall, of the Seattle office, included the following notes in a recent northwestern review:-

"The Jonathan apple harvest is now in full swing in the Wenatchee and Yakima valleys. Reports of heavy worm-damage inflicted by the late brood are being confirmed by the very light pack-out for most orchards, and shippers are experiencing practically no difficulty in disposing of the commercial crop of Jonathans. Quality of the fruit is very satisfactory, the apples being well-colored and running heavily to larger sizes. Domestic and export demand has shown some improvement since Sept. 1. Prices at which recent sales have been closed on Extra Fancy Jonathans range 85¢-$1 per box, f.o.b. shipping point. A shipment of Extra Fancy grade Washington Jonathans on the Chicago auction Thursday ranged $2.05-$2.20 per box, depending upon size.

"The apple export movement through Port Seattle opened August 30, with 4,318 boxes clearing for Hamburg and Bremen, Germany. Another heavy cargo was loaded for Continental Europe Sept. 15. According to information in the hands of forwarding agents, 25 ships scheduled to clear from Seattle during September have insulated or refrigerated space, and 30 ships for October loading are fitted to handle perishable items. The heaviest export movement is expected in October.

"Interest in eastern Washington peaches and in northwestern Italian prunes is lagging. Concord grapes from Yakima are moving freely at 10¢ per 5-pound basket,- barely sufficient to cover costs of harvesting. Puget Sound Island Belles are ripening rapidly and will be offered locally by Sept. 30.

"All leading northwestern potato-growing districts are ready to swing into the harvest of that crop. Yields for 1932 promise to equal or exceed slightly those of last year. Growing conditions have been favorable, supply of water for irrigation has been adequate throughout the season, and the crop

is maturing under good conditions. Buying is not yet active. Prices of recent deliveries in Seattle were around $13-$14 per ton.

"Unfavorable weather conditions in the Puget Sound district, together with poor market outlets, have cut the lettuce shipments from this area about 350 cars below early estimates."

3b. IDAHO POTATOES BETTER THIS YEAR

R. G. Risser wrote as follows from Idaho Falls on Sept. 22:-

"Improvement in the quality of Idaho potatoes this year over that of last season is the outstanding development to date. Stock generally is running much smoother and the proportion of U.S. No. 2's is consequently much smaller. This is very fortunate, since an important territory which consumed U.S. No. 2 Idaho Russets extensively last season is expected to draw a larger supply this season from Colorado's heavier crop. Stock feed in Idaho is more abundant and less expensive, so that the demand for low-grade potatoes for feeding purposes probably will be reduced. Furthermore, the large quantity of U.S. No. 2's shipped last year made competition for the U.S. No. 1's on certain markets, particularly in California, thereby exerting a depressing effect on the market for the better-grade stock. Steps to curtail further the movement of U.S. No. 2 potatoes this season have been considered, but so far both the supply and the demand for this grade have been restricting the output very materially.

"The size of tubers this year varies in different fields. Producing districts where the growing period was cut short by early frosts have smaller potatoes, and some of the plantings which were late are probably not worth digging. In estimating prospective shipments, dealers are making allowance for a substantial area which they say will not be dug. On the other hand, the size of tubers in other districts is reported entirely satisfactory."

4b. NOTES ON THE UTAH ONION CROP

In a recent letter, L. S. Fenn of the Salt Lake City office made the following comments regarding onions:-

"Utah's onion crop is considerably larger than that of last year. If markets warrant, shipments may total as many as 1,000 cars, or twice the number shipped last season. Sizes are somewhat smaller than usual, principally due to growers discontinuing irrigation earlier than normally, in order to mature their crop for the early market. Quality now looks generally good, with the onions showing exceptionally good color for this time of the year.

"A large percentage of the crop this year is of the White Spanish type, possibly 150 carloads. The 50-pound bags are being used almost exclusively for shipment."

5b. CHANGES IN THE CODE

The following code changes were wired to all offices, to be effective Friday, Sept. 23:

On the "G" (Shipments and Receipts) page, change GIZ to read-
equivalent of _____ cars passed over market.

On the "GOB" (Miscellaneous F.O.B. Phrases) page, change GOBUG to read-
truckloads cash to growers.

And on the same page insert GOBOQ to read-
Benton Harbor cash market.

On the "NA-NE" (Onions) page, add effective Monday, Sept. 26:-
MAH- 25 pound sacks.

6b. MAINE POTATO MARKET WEAK AND PRICES VERY LOW

V. H. Nicholson sent the following information from Presque Isle in two letters of recent date:-

"The yields of Cobbler potatoes in Maine have been somewhat disappointing. There are many yields of 50 to 75 barrels per acre reported this season but the average in other years is often around 90 to 100 barrels. The stock is smaller than average, and blight has been reported in many fields. Most of the Cobblers are already harvested.

"Digging of Green Mountains is expected to become general this week. It is expected that yields will run more nearly normal than those of the Cobblers, but the average probably will be under that of last season. It appears unlikely that the quality will be up to that of former seasons on account of damage from blight.

"Trading has been extremely light, with most of the cars going to the shippers' own connections. Dealers in this section have been trying to hold for 75¢ sacked per cwt. delivered Boston, but most shippers have found it necessary to shade the price in order to move anything.

"Digging is progressing rather slowly because of the rains and probably also because of the reluctance of growers to sell their potatoes below the cost of production. The attitude at present seems to be that, if the price does not show some improvement, it may be better to leave the potatoes in the ground. Several factors have made the statement that they do not know from where the money is coming to pay for digging.

"The price to growers has held around 30¢ per barrel for Cobblers and 35¢-40¢ for Green Mountains. A few dealers are buying and storing for their own account, and the Atlantic Commission Company is reported to be buying fairly heavily. However, most of the potatoes being dug are going into storage either for the grower's account or are being stored by the growers themselves.

7b. MANY NEW YORK PEACHES IN STORAGE; OTHER CROP NEWS

R. L. Sutton included the following in a letter of Sept. 27 from the Rochester office:-

"The outlook is unfavorable for the marketing of peaches in storage in western New York. Movement into cold storage during the past 15 days has been heavy, the supplies now on hand being estimated between 1,200 and 1,500 carloads. Shipments by rail to market this season to date have been almost double the corresponding movement of last year. Shippers are skeptical as to the keeping-quality of the fruit. Several cars have arrived in market, showing a large amount soft and some decayed. Truck movement has been heavy throughout the season, probably equaling shipments by rail. We have received several reports of individual trucks being loaded with amounts in excess of carloads. One shipper put over 500 bushels on a truck bound for Pittsburgh. Some loads on trucks with trailers have ranged between 600 and 700 bushels.

"Pears have demonstrated little change during the past week. Values at shipping point for storage Bartletts still hold at 80-90¢ per bushel. The $1 price is not being reached. The outturn this season is about three times the 1931 shipments. Prices on New York Bartletts in Liverpool last week were $1.82-$1.90 for the U.S. No. 1, 2-inch minimum fruit, while London paid $2.25-$2.42 for the same class. The rate of exchange for the pound sterling was

$3.46. Fairly heavy receipts of American pears are expected in the United Kingdom this week.

"Movement of Rhode Island Greening apples is becoming more active. Shipments of this variety are now going forward daily, and undoubtedly the into-storage movement has begun. A few cars are being exported daily, although the principal export season has not yet started. Dry weather that has prevailed throughout the fruit belt probably will reduce to some extent the quality of apples.

"The shipments of cabbage are moderate. Growers at many loading points have shown a determined effort to maintain the level of cash prices at a specified minimum. Their endeavors in this respect have been fairly satisfactory in Ontario County, but growers in other sections have sold for as much as $1 per ton less. The price being commonly asked by growers for domestic cabbage is $4 per ton, with Danish-type around $5. Some kraut factories have bought domestic-type at $2.

"The approach of the Jewish holidays is exerting a slight stimulation in the onion and celery markets. First of these Jewish holidays starts at the close of this week and lasts 2 days. The Jewish New Year's celebration occurs October 10. Large eastern markets are so heavily represented by Jewish people that extra consumption on their part is quickly felt by the trade. It has been reported that growers are receiving around 40-45¢ per 2/3 crate of good-quality celery."

8b. NEWS ON CALIFORNIA GRAPES

According to information from A. E. Prugh, of the Fresno office, there was some improvement in the market for table grapes after Labor Day, but more recently the price of Tokays has declined under the heavier movement. Recent f.o.b. cash-track prices in central California have been considerably lower than at the same time during any of the last three seasons, the sharpest decline in prices being in comparison with the level of September, 1929. Some varieties of juice grapes were bringing fully twice as much in 1929 as they have returned recently, although Zinfandels lately have been advancing in price at shipping points. In a letter dated Sept. 20, Mr. Prugh added these comments:-

"With Zinfandels cleaning-up in this district and most of the output coming from the North, a good demand developed, with an advance to $27.50-$30 per ton f.o.b. This week it is difficult to get U.S. No. 1 grade on Zinfandels without showing specified percentages of raisining. Alicantes also are showing the effects of the recent hot spell, when maximum temperature for several days was above 100 degrees. This condition probably will cut down the size of the crop on nearly all varieties. Cooler weather now prevails, with the maximum yesterday (Sept. 19) at 87 degrees.

"The peak day on California grapes last year came Oct. 1, when 763 cars moved, compared with 1,833 cars on Oct. 8 in 1930. This season it should occur the first week in October, with movement going out to reach the Columbus Day market, and it should not exceed last season's peak day on account of economic conditions."

"CRANBERRY harvest along the Coast of Oregon and Washington is now at its peak. A strenuous sales campaign is being conducted. The former 1/3 barrel box is being displaced by the 1/4 and 1/2 barrel boxes, such as used in East. F.o.b. shipping-point quotations are around $3 per 1/4 barrel box." - J.D.H.

9b. SHORT CROP OF APPLES IN POTOMAC VALLEY AREA

R. M. Peterson sent the following information in a letter of Sept. 28 from Martinsburg:-

"The apple crop in the Shenandoah-Cumberland-Potomac district is very short, due to lack of rainfall. Most shippers agree that it is now much lighter than was estimated on September 1, when it was supposed that there would be enough rainfall to give the late varieties a chance to take on fair size. The recent rains, however, came too late to help much. The Pennsylvania crop seems to be in better condition than that of West Virginia, but the Virginia crop generally is conceded to have suffered most.

"Practically all of the Grimes and Jonathans have been harvested and sold, with only a few cars in local cold storage. A few Delicious are now being picked, and next week will be the heavy week for this variety. A very few Staymans and Yorks are being 'spot picked,' but it is not expected that heavy harvesting of these varieties will start before October 10. According to present indications, all the apples in this entire section will have been harvested by November 1, and the stock on hand, to be packed after that date, will be light. It is felt that this season's crop will be packed practically as fast as it is harvested and that most of the unsold crop will go into cold storage. Nevertheless, the local cold-storage holdings undoubtedly will be light.

"The local market is in a firm position, according to most shippers, and there is little tendency to cut prices. Outside buyers are not doing the usual amount of speculative buying at present prices, but considerable effort is being made to buy futures at prices lower than present quotations. Many shippers are withholding quotations on futures, however, until the size of the crop can be determined more definitely, with the hope that prices may be even higher. This feeling is based partly upon the fact that, when the Grimes and Jonathans were harvested, the crop was approximately half of what was estimated early in August."

10b. SERIOUS DROUGHT IN WISCONSIN POTATO DISTRICT

A. M. McDowell wrote from Waupaca as follows on Sept. 25:-

"For the third consecutive year, the potato crop in Wisconsin has been seriously affected by drought. This season the drought has been most pronounced in the Antigo district, which generally produces some of the finest potatoes in the State. Until Monday night of the past week, there had been practically no rainfall since May, and in some cases farmers had cut bushes and even trees in order that cattle might feed upon the leaves. The size of Cobbler potatoes, which are the principal variety in the section, was materially below normal. In other sections of the State, yields will be low unless good growing weather prevails for another two weeks.

"Dealers generally reported a very light inquiry and demand during the past week. Shipments also were very light. Growers received 30-35¢, mostly 30¢, bulk per hundredweight. In the central part of the State, where Cobblers constitute only a small part of the crop, they were moving mostly by truck."

"A recent ruling affecting Yakima potato shipments becomes effective Oct. 1, whereby no No. 2 potatoes may be shipped except in 5-pound bags. This is a State ruling, to be enforced by the Washington State inspectors."-J.D.H.

11b. A COMPREHENSIVE REPORT ON MICHIGAN FRUIT CROPS

A recent letter from R. E. Keller, at Benton Harbor, reads as follows:-

"The Michigan peach deal is now drawing to a close, after a fairly satisfactory season. The demand was very active and all merchantable fruit was marketed. One of the features of the deal was the heavy demand from the army of itinerant truckers from all over the Middle West. While the returns were only moderate, averaging mostly 75¢-$1 per bushel to the farmers, harvesting and package costs were also low, which left a larger proportion of net returns to the grower. Baskets, which a short time ago sold as high as 20¢ each, were down to 7-9¢, and labor for picking, hauling and packing was readily available at $1 per day.

"Practically all of Michigan's peach crop moved out by truck. To date the truck movement over the Benton Harbor Cash Market totals 1,461 cars, which according to most local shippers accounts for about half of the peach movement from the State. Truckers are now moving peaches and other fruit to Chicago for 8-12¢ a bushel, and to other receiving points for the same correspondingly low rates. This is about the same figure that cartage from the freight car to store door costs, when rail transportation is used to the large terminals.

"This section has one of the finest grape crops on record, both as to quality and quantity. Maturity is about a week in advance of normal. However, recent cool weather has held the fruit back in very good shape. The market situation on grapes is very discouraging; prices amount to bare harvesting costs, and the demand is so slow and dull that it looks as is a portion of the crop will remain unharvested. The movement of grapes has picked up considerably in the past few days, with truck movement over the Benton Harbor Cash Market exceeding 50 cars a day. Total movement to date over the market now amounts to 656 cars, and the rail and boat shipments combined total 75 cars.

"Various fall varieties of apples are now starting to move. The demand is only fair, with the market continuing in narrow channels. Most of the 'A' grade stock is selling in truck-lots at 75¢-$1 per bushel, according to the variety and size.

"Bartlett pears cleaned up from storage about a week ago, and there was little activity until Kieffers started moving. Michigan has a bumper crop of fine-quality Kieffers and, with the short crop in southern Indiana and Illinois, will likely have sufficient demand to clean up the local crop at fair prices. Initial f.o.b. carlot sales of U.S. No. 1, 2¼-inch Kieffer pears have been made at 70-75¢ per bushel."

12b. ADDITIONAL SUMMARIES ISSUED

"Marketing Western New York Potatoes, 1931-32 Season" by R. L. Sutton and A.L. Thomas, and "Marketing Maine Potatoes, 1931-32 Season" by V. H. Nicholson are two new summaries recently distributed from Washington. Today there is being mailed a summary on "Marketing Shenandoah-Cumberland-Potomac District Apples, 1931 Season," by R. M. Peterson and J. B. Owens.

B. C. BOREE,
Specialist in Market News

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
FRESNO, CALIF.* 319 Holland Bldg.	919	A. E. Prugh	Grapes	Aug. 2	Nov. 5
BENTON HARBOR, MICH.* 205 P.O. Bldg.	838	R. E. Keller	Apples	Aug. 22	Oct. 29
			Pears	Aug. 23	Oct. 8
			Peaches#	Aug. 26	Sept. 24#
			Grapes	Sept. 19	Oct. 29
			Onions	Oct. 3	Oct. 29
			Potatoes	Oct. 3	Oct. 29
ROCHESTER, N. Y.* 300 Terminal Bldg.	837	R. L. Sutton	Pears	Sept. 1	Oct. 29
			Onions	Sept. 1	Apr. 8
			Carrots	Sept. 1	May 20
			Cabbage	Sept. 1	Mar. 25
			Celery	Sept. 1	Jan. 14
			Apples	Sept. 8	May 20
			Peaches	Sept. 12	Oct. 8
			Grapes	Oct. 3	Nov. 5
			Potatoes	Oct. 3	May 20
MARTINSBURG, W. VA. Court House	835	R. M. Peterson	Apples	Sept. 12	Dec. 1
PRESQUE ISLE, MAINE* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 14	Apr. 29
WAUPACA, WIS.* Court House	894	A. M. McDowell	Potatoes	Sept. 15	Mar. 25
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 19	May 6
The following station closed on date indicated:					
ROCKY FORD, COLO. 920 Elm Ave.	821	W. D. Hull	Cantaloupes	Aug. 16	Sept. 16

*State cooperating #Reports discontinued.

W.D. Googe) on furlough. J. B. Owens in Washington office.
H. F. Willson) W. D. Hull in Portland, Oregon.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

"Carrots Are Peppy" is the title of an illustrated article by A. E. Prugh in the September issue of the Western Grower and Shipper. Mr. Prugh describes the rapid rise of the once-lowly carrot, particularly in the West. A recent article in the California Cultivator tells about the new health-routine of extracting and drinking carrot juice, particularly in cases of stomach trouble.

INSPECTION SERVICE

1c. HURRICANE DESTROYS PUERTO RICAN GRAPEFRUIT

A cable of Sept. 27 from A. S. Mason, at San Juan, stated that the hurricane of Tuesday completely destroyed the grapefruit on the trees. It is estimated that 40,000 boxes were already packed or picked, which will be shipped. After this fruit is disposed of, there probably will be no more shipments until the next crop is matured.

2c. ENCLOSURES FOR INSPECTORS

With this D.L., each inspector will receive a copy of the revised U.S. Standards for Citrus Fruits. These grades supersede the former separate grades for Florida and Texas citrus.

Short grade forms for Celery and Cauliflower also are being sent with this D.L. to all inspectors.

"Development of Certain Storage and Transit Diseases of Carrot" is the title of an article by Dr. J. I. Lauritzen, B.P.I., reprinted from the Journal of Agricultural Research. A copy (or more) is being sent to each inspection office, and where several inspectors are located in one office they all can read the one copy.

*3c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be added to the list of Past-Due Accounts:-

E. M. Shoemaker,	Jacksonville, Texas	$8.00
Grover L. Johnson,	Fort Fairfield, Maine	5.00
Mackin Brokerage Company,	189 Chambers St., New York, N. Y.	19.90
P. A. Wheeler,	Dauphin, Pa.	4.00
Peninsula Produce Company,	510 Battery St., San Francisco, Calif.	5.00

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Approximate date of Closing
WEST VIRGINIA	J. J. Gardner, Boyd Bldg., Martinsburg, W. Va.	Apples	Aug. 20	Nov. 15
NEW YORK	J. A. Marks, Brocton, N. Y.	Grapes	Sept. 26	Oct. 22

REPORTS on the following products can be obtained from offices indicated:-

Indiana onions . . . . . Federal-State Inspection, Court House, Warsaw.
Michigan onions. . . . . Federal-State Inspection, Plainwell, Mich.

*3c. Continued:

The following should be taken from the list of Past-Due Accounts:-

E. M. Shoemaker, Jacksonville, Texas $4.00

INSPECTIONS FOR THE NAVY AND MARINE CORPS DURING AUGUST, 1932

Symbols:- N- NAVY M- MARINE CORPS	ALL FIGURES IN THESE COLUMNS REPRESENT POUNDS											
	Fruits and Vegetables PASSED		Fruits and Vegetables REJECTED		TOTAL QUANTITY INSPECTED		"Cuts" made to comply with specifications		Items Billed Short-weight	
STATIONS	N	M	N	M	N	M	N	M	N	M
Great Lakes	186188	0	11550	0	197738	0	0	0	0	0
New York	284704	52246	14519	1695	299223	53941	937	463	0	0
Norfolk	219282	0	10700	0	229982	0	0	0	0	0
Philadelphia	239185	20085	2810	3	241995	20088	1362	135	0	0
San Diego	1158264	54439	29571	987	1187835	55426	14343	883	0	0
San Francisco	410702	64986	120000	5900	530702	70886	0	0	0	0
San Pedro	1038475	0	7750	0	1046225	0	166	0	0	0
Vallejo	438259	20823	13080	1644	451339	22467	15	0	0	0
Washington	37338	0	2620	0	39958	0	0	0	0	0
TOTALS	4012397	212579	212600	10229	4224997	222808	16823	1481	0	0
INSPECTIONS MADE FOR THE U.S. SHIPPING BOARD										
New York	6154		215		6369		0		0	
Norfolk	8082		1220		9302		0		0	
TOTALS	14236		1435		15671		0		0	
INSPECTIONS MADE FOR THE U.S. VETERANS' HOSPITAL										
Chicago	137330		95335		232665		0		0	
Great Lakes	79635		22310		101945		0		0	
Kansas City	17547		200		17747		0		0	
Milwaukee	142542		8768		151310		0		0	
New York	209338		18765		228103		0		0	
Philadelphia	34728		2135		36863		0		0	
St. Louis	40876		2380		43256		0		0	
TOTALS	661996		149893		811889		0		0	

The New York office also inspected the following:	Fruits	Vegetables	Rejections
Munson S. S. Line	9288	26220	114
Dollar S. S. Line	14945	47599	1741
French Line	111427	71273	1150
American France Line	5210	16154	150
Columbia S. S. Line	3000	9348	250
American Diamond Line	3627	12180	647
TOTALS	147197	182774	4052

The Great Lakes office also inspected and passed 7,230 dozen eggs, 4,428 lbs. butter and 611 lbs. cheese for the Navy. The San Pedro office inspected 42,275 lbs. bread, 12,700 lbs. butter and 1,539 lbs. cheese for the Navy. The Vallejo office inspected 46,540 lbs. bread and 190 lbs. rolls for the Navy. The New York office also inspected for the U.S. Department of Justice (Federal Jail) 16,571 lbs. fruits and vegetables.

4c. IMPORTANT ITEMS REGARDING VARIOUS IDAHO CROPS

The following good letter came from L. G. Schultz, of the Boise office, under date of Sept. 20:-

"I believe the potatoes in the Idaho Falls section will average better than for the past several years. The percentage of No. 1's will be much higher than last season and, in many cases, will run as high as 80 to 85%. The maturity of the crop is considerably advanced over last year, and the greater part of the stock now moving can be classed as fairly-well matured. They have had some light frost as far south as St. Anthony, which has tended to check the growth of the vines and assist in ripening the stock, and north of St. Anthony in the Ashton territory the vines are completely dead as they have had hard freezes in that section. There has been practically no loss due to the early frost, as was reported in some sections.

"The fresh prune shipments have passed their peak, although cars will be moving through the rest of September. There undoubtedly will be many cars of prunes left on the trees, due to the low market, and very little profit is being realized on any of the stock shipped.

"With regard to apples,- growers are feeling much more optimistic in view of recent reports of excessive worm damage in Washington and also because the Jonathan crop in Idaho is much shorter than was at first anticipated. Very few sales have been made but, within the next week or 10 days, shipments of Jonathans should become quite general over the territory. The stock is coloring nicely and should be of very good quality.

"Onion harvest is starting in a small way, but growers generally do not look for much buying activity until later. Many growers do not expect to pick up onions smaller than 2 inches, as there has been no demand for any except the larger sizes.

"The celery crop is expected to get under way about Sept. 25. It is generally of fairly good quality. There will be approximately 175 cars of celery shipped, if it all goes to market, with the peak of shipments about October 5 to 10."

5c. GRAPE SEASON CLOSING IN ARKANSAS DISTRICT

R. B. Landrum wrote in part as follows before leaving Springdale, where he had been supervising inspection work since August 1:-

"There are still some grapes moving by truck, and many of the larger growers have done no harvesting yet. While it is estimated that approximately 900 carloads have moved from the Springdale district, only about 50 of these were shipped by rail, the trucks having taken the remainder. This has been a very disappointing season, both for growers and for shippers, especially in view of the fact that the crop was the heaviest ever produced in this section. During a good part of the season prices were as low as 6¢ per basket, and many growers did not attempt to grade their stock at such prices. I was informed from reliable sources that most shippers were operating on a basis of $8 to $10 margin of profit per carload, which, with only one or two cars moving daily, hardly justified the payment of an inspector's time, plus the required overhead.

"We have had a request for an inspector on late apples at Marionville, in southern Missouri. However, Mr. Hammond now advises that it looks as though the worms will take practically the entire crop."

R. C. BUTNER,
Specialist in Inspection

REGULATORY ACTIVITIES

The following decisions have been rendered by the Secretary of Agriculture as a result of complaints filed under the P.A.C. Act:-

1e. AN INTERESTING P.A.C. CASE INVOLVING SEED POTATOES

The Secretary has ordered the Eastern Potato Co., Houlton, Maine, to pay nominal damages of $1 to L. E. Ashby & Co., Exmore, Va.

Ashby alleged that he purchased 2 cars of Cobbler potatoes to be seconds out of certified seed at $3 per sack delivered Exmore, Va.; that upon arrival the seed potatoes were inspected and appeared to be of the Cobbler variety but that after being planted they developed to be of some variety other than Cobbler; that the potatoes grown from this seed were not of the market value that they would have been had they been of the kind specified; that on account of the failure to make delivery the buyer was damaged in the sum of $9,801.87, and that, in addition, the buyer suffered through loss of confidence on the part of those who bought potatoes from him.

The seller contended that, while the contract called for "seconds, Cobblers, out of certified seed," it had never offered or sold Ashby seed potatoes, and that Ashby inspected the potatoes upon arrival before accepting them and that such acceptance was final. Ashby contended that his inspection before purchasing or taking delivery is immaterial, because the character of the seed could not be ascertained by any reasonable inspection. The Secretary held that this contention was supported by the weight of authority and that it is a recognized fact that it is difficult to judge positively the variety of No. 2 potatoes when they are of small size.

Testimony was offered on behalf of the buyer to show that potatoes produced from this seed were not of the Cobbler variety. In addition Dr. William Stuart, of the Department of Agriculture, testified by deposition that he had conducted sprouting tests of samples of the potatoes and that they were not Cobblers but were of the Green Mountain variety. The Secretary held that the sale of seed as and for a certain kind, that is sale by description, constitutes a warranty of the seed and that an order for a particular kind and quality of seed raises an implied warranty that the seed furnished complies with the order. The seller contended that it did not agree to sell seed potatoes. The Secretary was convinced that the Eastern Potato Co. knew the potatoes purchased were to be used as seed, it being shown that the Eastern Shore of Virginia does not purchase table stock during the month of December and the buyers in that section purchase potatoes in December purely for seed purposes. Furthermore, these potatoes were not shipped until just before the planting season in that particular part of Virginia. The evidence conclusively shows that the potatoes were not Cobblers but were Green Mountains.

Courts have held that, where seed is not true to its name, the damages resulting from such breach would be the difference between the market value of the crop raised and the crop which might have been raised from the seed ordered. This measure of damages is based on the assumption that the buyer is also the grower. Where the buyer is a dealer and resells the seed to growers, the situation is different.

In this case the buyer asked damages in the amount of $9,801 to cover a judgment of $7,905 filed against him in the State of Virginia by the growers

who purchased these potatoes and a personal loss of approximately $2,000 based on loss of commission on approximately 50 carloads of potatoes and on the injury to the good will of his business. The Secretary held that, when seed is sold with a warranty that it is of a kind identified by a particular name and the seller of the seed is put on notice that the purchaser intends to sell that seed again to growers who will purchase it for the purpose of sowing, then the original seller of the seed might rightly become bound for any loss resulting from the breach of warranty, but that, if the original seller had not been put on notice that the seed would be resold, then he could not be held responsible for special damages of the sort claimed in this case. He further held that there was no evidence either circumstantial or direct to show that the Eastern Potato Co. knew that these potatoes had been purchased for resale.

The Secretary further held that the dealer must have resold with a like warranty to that provided in the original contract of sale and that no evidence had been presented to show what warranty, if any, Ashby had made to the growers It was also held that no testimony was offered, estimating the commissions Ashby claimed to have lost, and that the claim for personal damages asked for injury to the good will of the business was without merit and did not warrant consideration. Ashby proved that the Eastern Potato Co. failed to deliver without reasonable cause 2 carloads of Cobbler seed potatoes but wholly failed properly to prove any damages resulting from the breach of contract. The Secretary, therefore, could award only nominal damages.

2e. REPARATION AWARDED ON A CONSIGNMENT OF ALABAMA SWEET POTATOES

The Secretary has ordered W. R. Hyatt & Co., Louisville, Ky., to pay $294.86 with interest to the Farmers Cooperative Association, Perdido, Ala.

The shipper alleged that it sold W. R. Hyatt & Co. a car of sweet potatoes f.o.b. shipping point; that the sweet potatoes in the car complied with the terms of the contract and were accepted by Hyatt, but that the latter refused to pay the purchase price thereof. Certain telegrams passed between the parties, which the Farmers Cooperative Assn. claimed constituted the evidence of a definite sale at 50¢ per hamper f.o.b. Hyatt claimed that these telegrams indicated he was to handle the car on consignment and stated that he had handled one or more cars before for the shipper on consignment basis. Whether other cars had been handled on consignment basis is not material; this case must be decided on its own merits. Hyatt also stated that he expected to get Nancy Hall sweet potatoes, but nothing was said about this in the wires.

The Secretary held that the telegrams in question showed that Hyatt did not actually purchase the sweet potatoes but agreed to handle them on consignment basis, guaranteeing the shipper 50¢ per hamper f.o.b. shipping point, and that he failed to conform to his guarantee in that he sold the sweet potatoes and accounted for them by remitting net proceeds in the amount of $1.14, leaving a balance due of $294.86. Reparation order was issued in this amount, plus interest.

An excellent article on "The Value of Standardization to Growers of Tomatoes for Canning" appeared on page 4 of The B.A.E. News for Sept. 21.

3e. A DISPUTE REGARDING "CAN MAKE OTHER DISPOSITION" IN A SALE BY WIRE

The Secretary has ordered Naas Bros. Fruit Co., Minneapolis, Minn., to pay $640.16 with interest to H. W. Hobby, Paris, Tenn.

Hobby alleged that he sold to Naas Bros. Fruit Co. a car of sweet potatoes f.o.b. shipping point in Tennessee; that the sweet potatoes conformed to the contract specifications, but that the buyer rejected them without reasonable cause, compelling the shipper to resell them at a loss of $640.16. The buyer contended that all negotiations for the sweet potatoes were through the broker and that, after the sweet potatoes had arrived and had been inspected, the broker wired the shipper that they were not in accordance with the terms of the contract and the shipper thereupon replied that he would make an allowance of 10¢ per hamper, concluding the message with the words "can make other disposition," and that upon receipt of this telegram the broker wired the shipper that the buyer desired that other disposition be made of the car.

The buyer claimed that the phrase "can make other disposition" in the shipper's wire released the buyer from the contract. The shipper contended that this did not mean that he intended to rescind the contract but that, if other disposition were made, it would be at the expense of the respondent. The buyer attempted to prove that the language referred to is construed by the trade as releasing the purchaser. The Secretary stated that he could not accept this view; that the exchange of telegrams containing similar phrases is common practice among the trade. Where a dispute arises in regard to a car, the buyer as a bluff frequently begs that the seller will make other disposition of the car, the seller intimating that if the buyer does not take the car he will be forced to dispose of it elsewhere, which is generally for the account of the buyer. The Secretary, therefore, held that this part of the disputed telegram must place it in the category of "trade talk" and it should be so construed. He further held that the inspection certificate issued on this car showed it to comply with the terms of the contract and that the rejection was unjustified. Reparation award, therefore, was issued for the amount lost upon resale, or $640.16, plus interest.

4e. DAMAGES AWARDED ALABAMA SHIPPER ON THREE CARS OF TOMATOES

The Secretary has ordered H. Rothstein & Son, Philadelphia, Pa., to pay $1,404.97 with 6% interest to L. J. Vogel, Cullman, Ala.

Vogel alleged that Rothstein had failed to account for one car of tomatoes and had rejected without reasonable cause 2 other cars sold to him at 90¢ per lug, f.o.b. cash track. Rothstein denied that the cars were purchased f.o.b. cash track, asserting that his agent had no authority to purchase on that basis, and contended that none of the cars complied with the contract; that he had been damaged to the extent of $72.50 on the car which was accepted and that the rejection of the other 2 cars was justified. Rothstein asked that reparation be granted to him on the amount lost on the first car, and further contended that there was no writing on any of these cars and, therefore, nothing to satisfy the Statute of Frauds. The seller showed that previous sales to Rothstein had been on the basis of cash track f.o.b. shipping point and drafts drawn on those cars by the buyer's agent had been honored. The Secretary held that Vogel had by preponderance of evidence established the terms as f.o.b. cash track and that the acceptance by Rothstein's agent at shipping point was sufficient to comply with the Statute of Frauds.

(continued on next page)

Since inspection certificates at shipping point showed that the cars graded U.S. No. 1 and thereby complied with the terms of the contract, and since the terms were f.o.b. cash track, Rothstein failed truly and correctly to account for the first car and rejected without reasonable cause the other 2 cars, being himself liable for the deterioration in transit.

In a brief filed on behalf of Rothstein, it was insisted that Vogel had not proved any property rights in the cars, having testified that he was the authorized salesman, agent and distributor for various associations. The record indicated that Vogel acted in his own name and the names of his principals were undisclosed. Where an agent acts for an undisclosed principal, he becomes personally liable on the contract and, where a contract is made in an agent's name, the person with whom it is made becomes liable to him for its performances. The Secretary, therefore, issued a reparation award for the balance due on the first car and for the amounts lost on resale of the other 2 cars, amounting in all to $1,404.97 plus interest.

5e. RICHMOND FIRM JUSTIFIED IN REJECTION OF CAR OF CAULIFLOWER

The Secretary has dismissed the complaint filed by the Randolph Marketing Co., Los Angeles, Calif., against Crenshaw, Currie & Co., Inc., Richmond, Va., alleging unjustified rejection of a car of cauliflower.

The Randolph Marketing Co. quoted U.S. No. 1 cauliflower at 85¢ f.o.b. California. After some discussion regarding sizes, the broker wired an order for the car and received a confirmation of the sale, the cauliflower to be U.S. No. 1, 85¢ f.o.b., top ice extra. The cauliflower was inspected at shipping point and found to grade U.S. No. 1. It was in transit to Richmond only 9 days and, upon arrival, was found to be badly spread and ricey. The car, thereupon, was rejected by the buyer, and the seller directed the broker to get Government inspection, stating that if the car graded U.S. No. 1 the buyer would be expected to accept it. The Federal inspector found 30% of the flowers to be slightly spread and 20% badly spread. The buyer again refused to accept the car and it was diverted to Philadelphia and then to New York, where it was resold. The seller asked reparation in the amount lost upon such resale.

A comparison of the shipping-point and destination inspection certificates shows that a decided change took place in the cauliflower between day of shipment and day of arrival at destination. At shipping point, the heads were certified to be generally compact, while at destination 50% of them were either slightly spread or badly spread. The latter condition could have been due to over-maturity at time of loading, excessive time consumed in transit, or improper or insufficient refrigeration. No time was lost in transit, and no evidence was presented to show that the car was improperly iced.

One of the questions presented was: "Did the shipper impliedly warrant that the produce would arrive at destination without unreasonable deterioration?" On this question the Secretary called attention to the fact that the sale was on an f.o.b. basis and that title to the property passed upon delivery of the cauliflower to carrier at shipping point, this decision following that in Porter vs. Burnett, PACA Docket No. 30. Attention also was called to the fact that, in the case of Norman vs. Rothman, PACA Docket No. 103, it was held that there was no implied warranty that perishable property will continue sound for any definite period, and that in an f.o.b. sale there is no implied warranty against deterioration in transit. However, in some jurisdictions the courts have held that, where goods were purchased for resale and the buyer

would have no opportunity to inspect the produce prior to arrival, there was an implied warranty that the goods were at the time of shipment in fit condition to withstand transportation to destination and would continue in a marketable condition upon arrival, in the absence of injury caused by the carrier. Furthermore, in order to justify a reparation order upon a complaint filed under the Act alleging unlawful rejection, it must be shown that the rejection was without reasonable cause. The record indicates that the shipment was properly handled in transit. The evidence submitted also establishes beyond question that the cauliflower was no longer merchantable upon arrival at Richmond, "merchantable" meaning a quality such as is generally sold in the markets and suitable for the purpose intended. Certification of the cauliflower as U.S. No. 1 at shipping point did not necessarily guarantee that it would arrive in a distant market in a merchantable condition. In highly-perishable commodities there may be certain latent defects in quality and certain changeable factors of condition, such as maturity, which may develop during transit to such an extent that the commodity would be far below the requirements of the grade when it reached destination. It is often impossible, by the usual inspection procedure, to determine the presence of such conditions at shipping point, and certification of U.S. No. 1 grade does not require any such determination. It seems probable, therefore, that the cauliflower may have met the requirements of U.S. No. 1 grade as to maturity at point of origin but that it had reached such a state of development that spreading followed before the car reached its destination. It is not necessary that these facts be definitely and accurately determined, because the record fails to show that the rejection was made without reasonable cause within the meaning of the Act. The case is distinguishable from Norman vs. Rothman for the reason that, in that case, the deterioration was not excessive, the market had dropped severely between purchase of the tomatoes in Texas and their rejection at Newark, N. J., and the amount demanded by the buyer in price reduction was out of all proportion to any lessened value of the tomatoes due to deterioration in transit.

6e. COMPLAINT AGAINST AN OMAHA FRUIT COMPANY IS DISMISSED

The Secretary has dismissed the complaint brought by J. W. Strickland & Co., Hope, Ark., against the Omaha Fruit Co., Omaha, Nebr.

The Omaha Fruit Co. bought a car of good-sized, clean, branded Arkansas Triumph potatoes f.o.b. shipping point. Upon arrival at destination the car was inspected by a Federal inspector, who certified that, as to size, the potatoes were generally medium and, as to quality, they were fairly clean to clean. The buyer rejected the car and it was resold for a loss of $29. The buyer contended that the car was not in accordance with the contract and that its rejection was justified. The Secretary held that the contract called for good-sized, clean potatoes; that a specification of good size, while indefinite, implied a larger size than medium; and that potatoes certified to be fairly clean to clean do not meet a specification of clean. He decided that the potatoes, therefore, did not comply with the contract and their rejection was justified.

"The Portland, Oregon, cauliflower deal is slow in getting started, due to continued dry weather, and production estimates are now reduced to 700-900 cars, compared with earlier expectations of 1,500 cars or more. Local sales range around 50¢ per pony crate of good quality." - J. D. Hamilton.

7e. POTATOES SOLD AS IN TRANSIT MUST ACTUALLY BE IN TRANSIT AT TIME OF CONTRACT AND NOT ON TRACK AT DESTINATION

The Secretary has dismissed the complaint brought by The Mahaffey Commission Co., Chicago, against the Kroger Grocery & Baking Co., Peoria, Ill.

On October 9, 1930, the Kroger Grocery & Baking Co. agreed to purchase three cars of Red River Ohio potatoes, "graded stock, medium size, in branded bags and in transit from Halstead, Minn., to Chicago, at $1.50 per bag delivered." Upon arrival of the cars at Peoria, the potatoes were found affected by Blue Mold, digger cuts, and a decay apparently resulting from field frost, and were rejected on the grounds that they did not meet the contract requirements.

The question to be decided was whether the delivered commodity met the requirements of the contract. The potatoes were graded stock, that phrase merely meaning that they had been run over a grader and the small and defective potatoes removed. The potatoes were from Halstead, Minn., and no evidence was submitted to indicate that they were not of medium size. Since the contract did not call for any particular grade or description of quality or condition, there were no requirements in those respects to be met by the potatoes. There was, however, one specification in the contract to which they did not conform, namely, the one having to do with the transit condition at the time of sale. They were sold as in transit from Halstead, Minn., due to arrive in Chicago October 9. The commodity delivered was two cars of potatoes which, at the time of the making of the contract, had been on track in Chicago for 4 days, and one car which had been on track for 2 days. Evidence showed that the condition which rendered the potatoes undesirable for the buyer's purpose would be aggravated by the length of the time they were under movement from shipping point to the latter distributor. The Secretary held that it was a fair inference from the entire record that the buyer desired fresh potatoes; that the contract requirement of potatoes in transit was not immaterial and that, therefore, the commodity did not conform to the contract. The case was accordingly dismissed.

8e. FAILURE TO BE OF "GOOD QUALITY" JUSTIFIES REJECTION OF A PARTICULAR CAR OF SPINACH

The Secretary has dismissed the complaint filed by the S. A. Gerrard Co. of Philadelphia, Inc., Philadelphia, Pa., against the Bertrand-Schreiber Co., Newark, N. J.

The Bertrand-Schreiber Co. agreed to purchase 828 bushels of spinach, "good quality, green, free from decay, transit acceptance, at $1.05 per bushel delivered." Upon arrival, the buyer had the car inspected by the Federal Inspection Service and, in view of the certificate issued, rejected the car as not complying with the contract requirements of good quality. The certificate stated that the spinach was "clean, generally of good color, but showed coarse stalks 3 to 6 inches long." The plants were fairly fresh and contained no decay. The spinach failed to grade U.S. No. 1 on account of coarse stalks. The Secretary held that, while U.S. No. 1 grade was not a part of the contract, the certificate might be used to determine whether the car met the requirements of "good quality." He further held that, while the term "good quality" is extremely flexible and difficult to define, a reasonable interpretation of the phrase would not permit spinach with coarse stalks 3 to 6 inches long to be classified as "good quality." He, therefore, was of the opinion that the

complainant did not make good delivery and that the complaint should be dismissed.

9e. FAILURE OF SHIPPER TO COMPLY WITH STATUTE OF FRAUDS THROWS OUT A CASE WHICH OTHERWISE MIGHT HAVE BEEN DECIDED IN FAVOR OF THE SHIPPER.

The Secretary has dismissed the complaint brought by S. Nightingale & Co., Fort Fairfield, Maine, against the Yonkers Fruit Co., Inc., Yonkers, N.Y.

It was alleged that the Yonkers Fruit Co. agreed to buy a car of U.S. No. 1 grade Maine Green Mountain potatoes at a price of $2.15 per sack delivered. Upon arrival, the potatoes were rejected and the shipper was forced to sell them elsewhere at a loss. The buyer denied that the rejection was without reasonable cause and set up two grounds of defense:- (1) that the potatoes were undersized and therefore failed to comply with the contract, and (2) that there had been no compliance with the New York Statute of Frauds.

In depositions offered on behalf of the shipper, reference was made to the existence of a written confirmation of sale and one of the buyer's witnesses made some reference to such a confirmation, but it was not offered in evidence and the record contains no testimony disclosing its exact provisions or showing that it was signed by the broker or that the broker was authorized as an agent of the respondent to sign in its behalf. The Secretary can render a decision only upon the record made and, because of this, was forced to find that the shipper had failed to show a compliance with the Statute of Frauds.

As to the buyer's claim regarding size of the potatoes, after rejection the car was inspected by a Federal inspector who reported the potatoes as "generally medium to large, mostly medium; less than 5% by weight under 1¾ inches" and showed the grade to have been U.S. No. 1. The buyer offered testimony of a very loose nature to the effect that the potatoes were too small to grade U.S. No. 1 but this testimony lacked sufficient weight to upset the inspection made by the official inspector of the United States Department of Agriculture. The Secretary, therefore, held that the buyer's claim that the car failed to grade U.S. No. 1 was not sound; that the buyer's rejection of the car was without reasonable cause, but that in spite of these things he, (the Secretary) must dismiss the complaint on the ground that the shipper had failed to show a compliance with the Statute of Frauds.

10e. INDIANAPOLIS FIRM JUSTIFIED IN REJECTING CAR OF TOMATOES

The Secretary has dismissed the complaint brought by the L. M. Kirkpatrick Company, Ripley, Tenn. against W. H. Roberts & Company, Indianapolis, Ind.

Kirkpatrick sold Roberts two cars of tomatoes to be "fine quality, heavy pack, heavy 6x6's, few larger, of the same quality, pack and sizes as Setter Brand Mississippi tomatoes previously purchased." Only one car was furnished on the contract and this was rejected upon arrival on account of irregular size and loose pack. The Federal inspection certificate at shipping point confirmed the buyer's claim that at least one-fourth of the total shipment was of irregular size. The record substantiated the buyer's contention as to the specifications of sale and showed that the shipper had failed to furnish tomatoes equal to those delivered on previous orders. This failure amounted to a substantial breach of sale specifications and made it necessary to dismiss the case.

(over)

F. G. ROBB,
In Charge, Regulatory Branch

OFFICE NOTES:

J. Wm. Park, of the Standardization Project, left Washington 10 days ago and has been traveling to various points in the South, mainly in the Gulf States and Missouri, where he has been interviewing pecan shippers and examining various lots of pecans with a view to revising the U.S. standards for unshelled pecans and gathering information relative to grading practices for shelling stock pecans. He is expected back at his desk early next week.

A conference on shipping-point inspection work is planned at Martinsburg, W. Va., next Tuesday, Oct. 4, to be attended by R. C. Butner, J. J. Gardner, T. W. Ayres, S. B. Shaw of College Park, Md., and D. M. James of Harrisburg, Pa.

T. C. Curry, of the Regulatory Branch, has gone on a two weeks' field trip, to make investigations of cases under the P.A.C. Act at various points in Tennessee, Alabama, Louisiana, Florida, Georgia, and the Carolinas. G. W. Winfrey, of the Louisville office, has been authorized to investigate a number of cases at Huntington, W. Va., and Cincinnati, Ohio. M. C. Gregory, of the Fort Worth office, will go to Robstown, Texas, for a day or two, in order to investigate a complaint made under the P.A.C. Act.

R. H. Shoemaker left Washington last night to make the field trip for the Regulatory Branch, outlined in D.L. for Sept. 9 and which was postponed.

F. S. Kinsey, who had been assisting with inspection work in New Orleans was in the Washington office on Monday, en route to New York City, where he will be stationed for some time in the inspection office.

J. A. Marks, who was located temporarily in the Pittsburgh office of the Inspection Service, has now gone to Brocton, N. Y., from which place he will supervise the shipping-point work on grapes for the next month.

The inspection work on Delaware apples will not require the presence of F. S. Zimmerman at Dover until a later date, and possibly not again this season. He can be reached at the New York City office.

R. B. Landrum completed the shipping-point inspection work and the grading of samples of canned foods at Springdale, Ark., this week and has returned to his permanent headquarters at Tulsa, Okla.

W. A. Hilgeson is now stationed in the Chicago office of the Inspection Service. He had been assisting in Milwaukee for the past few months.

A high record was attained at the Easton, Md., office, when J.C. Bigger last Friday inspected and graded 22 samples of canned vegetables in one day.

HOUSTON, TEXAS, office of the Inspection Service moved some weeks ago from 1305 to 1217 Prairie Avenue. Please note this change on all copies of the Inspection Station Address List.

C. D. Schoolcraft's residence phone number in Detroit is now Redford 3763-W. Please make this change on the Market Station Address List.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 38 Oct. 7, 1932.

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication.

1a. MOST YAKIMA VALLEY POTATOES BEING WASHED THIS YEAR

The following letter came from F. E. Bailey, of the Yakima office:-

"You may be interested in the washing development in connection with potato movement from the Yakima Valley. While washing of potatoes has been attempted on occasional carlots in different parts of this State during the past six years, this was mostly in the sections of small production such as Spokane in eastern Washington and Mount Vernon in western Washington. Last year, five or six potato washing machines were put into use at points in the Yakima Valley, and no great enthusiasm was manifested over their use.

"This year, however, washing started off with the very first car of early new potatoes harvested and shipped in June, and has continued into the main crop to such an extent that it was recently remarked by one in close contact with Yakima potato shipping that probably not more than a dozen carloads have come out of the Yakima Valley this year unwashed.

"As with any new movement, there are a number of types of equipment of varying efficiency. Some of the machines can be said to do no more than sprinkle the potatoes, while others are capable of actually cleaning stock which is caked with heavy, clay-type soils. It would appear that washed potatoes will be the standard product shipped from the Yakima Valley in the future.

"Washing,- in addition to making the stock clean, bright and attractive,- results in improvement in the higher grades, since defects such as small decay spots and wire worms, which are not readily detected in stock as it comes from the field, are easily seen and graded out after washing.

"Potato washing, of course, will never involve the expensive machinery necessary for fruit washing, where the machinery must be equipped with acid-resistant parts and with several tanks."

2a. A SUPPLEMENT TO THE D.L. TO BE ISSUED IN FUTURE

For the future, it is planned to issue an occasional supplement to the Division Letter, containing only the decisions of the Secretary in cases under the P.A.C. Act and legal decisions under the Produce Agency Act,- material which previously has been published as part of the D.L. under the heading of "Regulatory Activities." These decisions will be numbered serially from 1 on, for convenient reference, and at intervals an index may be published. It is believed that this arrangement will increase the usefulness of that portion of the D.L. and will enable all offices to keep a separate file of decisions of the Secretary, etc. The supplement is NOT confidential.

PLEASE NOTE that copies of this supplement will be furnished only to the members of the technical staff in each office, and they should be distributed to the same men whose names are written on the copies of the Division Letter. Clerks in the various offices who wish to read the D.L. supplements can read the copies sent to members of the technical staff.

MARKET NEWS SERVICE

1b. A CHANGE IN USE OF SUPPLEMENT TO "T AND V" PAGE OF CODE

It has been suggested that auction wires might be shortened by the omission of the word "average" from all quotations where the average is not a multiple of five and therefore cannot be coded in one word with the terminal "OS." In such quotations the code for the average price could follow immediately after the price range, it being understood that the last price given is the average. For example, "TOKIJ AVGE TOKAM" could be sent merely "TOKIJ TOKAM." Similarly, when the price range requires two code words, such as "TINAL TODAF AVGE TIVAN," this could be sent "TINAL TODAF TIVAN."

A trial of this form is to be made in the apple auction wires for the Northwest, and all offices which furnish such reports are requested to adopt this shortened form effective Monday, Oct. 17. For the present, it is not to be used in other auction reports.

2b. POTOMAC YARD PASSINGS DECREASE DURING PAST SEASON

Perishable commodities forwarded to northern markets through Potomac Yard were approximately 1/3 less than for the 1930-31 season. A total of 68,885 cars passed the yards from October 19, 1931, through August 27, 1932. This is 34,179 cars less than passed from October 3, 1930, through August 29, 1931. All commodities showed a decrease with two exceptions, tomatoes and beans, which were somewhat more than the previous season. The principal products that showed a decrease in passings were peaches, with some 7,000 cars less, and potatoes, oranges, and grapefruit, with each around 5,000 fewer cars than last season.

The distribution was wider than during the 1930-31 season, with fewer cars going to each point. New York City received 37% of the total passings. The following tables give total carlot passings by months during the past three seasons, also the 10 leading commodities for the past two seasons:-

Month	1929-30 cars	1930-31 cars	1931-32 cars
October	2,479	3,194	1,807
November	3,801	6,403	5,247
December	6,237	6,657	6,303
January	7,360	7,896	7,523
February	7,217	8,166	7,339
March	8,287	9,285	6,731
April	8,182	9,542	7,200
May	11,762	16,487	8,053
June	12,500	14,890	8,387
July	14,030	12,943	7,015
August	3,247	7,601	3,280

Product	1930-31 cars	1931-32 cars
Oranges	17,831	12,443
Watermelons	12,457	8,812
Grapefruit	11,202	6,900
Potatoes	10,843	4,495
Peaches	10,740	3,288
Mixed Citrus	5,440	3,261
Celery	4,657	4,357
Cabbage	4,522	2,326
Beans	3,658	5,066
Tomatoes	3,519	3,812

2½b. ADDITIONAL SUMMARIES ISSUED:

"Marketing Colorado, Nebr. and Wyo. Potatoes, 1931-32 Season," by Bryce Morris.
"Marketing Michigan Potatoes, 1931-32 Season," by R. E. Keller.
"Marketing Idaho Potatoes, 1931-32 Season," by R. G. Risser.

3b. CODE CHANGES, EFFECTIVE IMMEDIATELY

On the "KA-KE-KI" (Apples) page of the code, change the size terms for all symbols from KAQ to KYZ inclusive (also KIBAQ and KIBAR) to read:

"inch minimum" instead of "inches up"

For example, "KAW- U.S. No. 1, 2⅔ inch minimum."

On the "JI-JO-JU" (Grade, Size, Pack and Color) page, delete "inches up" for all symbols from AC to AN inclusive, making these read only "inch minimum," and delete the footnote.

This is done to conform with the wording of official apple grades.

Because all of the U.S. grades for grapes specify either Table or Juice, on the "MI-MY" (American Grapes) page and the "MO" (European Grapes) page of the code, delete the following:

UH U.S. Fancy
UQ U.S. No. 1
UR U.S. No. 2

Also on the "MO" page, make the following correction:

UK - U.S. Fancy Table Stock

instead of U.S. No. 1, Fancy Table Stock.

4b. WISCONSIN POTATO MARKET DULL, WITH LOW RETURNS TO GROWERS

The following information came in a letter of Oct. 2 from A. M. McDowell:-

"The past week has been one of the dullest within the memory of local potato dealers, particularly at this season of the year. Despite the fact that shipments from the entire country were only about half as great as a year ago, there was very little demand and prices drifted even lower on the few sales that were made. Prices paid to growers declined to 25-30¢ bulk per cwt., but this is more than growers were getting in many other sections of the country.

"There was some digging of late potatoes last week in the central part of the State in places where the vines had been frosted, and it is probable that there will be an increase in such activity this week. Yields, particularly in the section around Waupaca, probably will be light, many growers reporting that they expect to harvest only 50 to 75 bushels per acre. There has been a great deal of speculation as to how much of the acreage will be left unharvested, as where the yield is only 50 bushels, even if all were of U.S. No. 1 quality, the return would be only $9 per acre on a basis of 30¢ per cwt. Dealers generally are advising growers to store their crop, where they have space available and are able to finance it, as they appear to have nothing to gain by selling at this time.

"Distribution has been much as it was last season, practically all shipments being taken by middlewestern and southeastern markets. Last year there was a great increase in the volume moving by truck over that of the previous season, but there seems to be no further increase this year; if anything, truck movement appears to be a little lighter."

4½b. DISTRIBUTION OF NORTHWESTERN APPLE F.O.B. REPORT (Reply)

The northwestern apple f.o.b. report does not appear to be published at all of the market stations, although such report is of importance and should be of general interest. Market stations should advise the Washington office whether or not this f.o.b. report is used daily, and if not please give the reason for its omission.

5b. RECENT NEWS FROM WESTERN NEW YORK

Below are excerpts from a letter of Oct. 4 from R. L. Sutton:-

"Harvesting of the New York grape crop has begun. Production is estimated fully 1/3 below that of last year when almost 100,000 tons were produced in this State. Shippers and dealers do not feel very optimistic. With practically all lines of fruit selling at unusually low prices and the grape tonnage from Michigan and California much heavier than last year, the present outlook for the New York crop is not very favorable. Dealers in the Finger Lakes section are buying Concords from growers at $20 per ton.

"Peaches are not moving out of cold storage in the volumes that would be satisfactory for an early wind-up of the season. F.o.b. sales are ranging mostly 65-70¢ per bushel of U.S. No. 1 Elbertas. Shippers are reporting some loss in storage.

"Picking of Rhode Island Greening apples is getting into full swing, with a large quantity going immediately into storage. Wealthys are becoming scarce, and marketing of Baldwins has not yet begun. Sales of McIntosh have been reported as high as $1 per bushel.

"With the maturing of the late Danish crop of cabbage, carlot shipments are becoming more numerous. The distribution is widespread, many cars going into southern territory, Ohio and Pennsylvania.

"Many of the shipments of celery are being consigned, because of the slowness of demand. Even at the low prices existing, the f.o.b. range is rather wide. Transactions at shipping points are ranging 45-75¢ per crate, depending on quality and sizes. Most of the stock is being crate-washed.

"In the movement of the onion crop, it appears that the 50-pound sack is the most-desired package this season. A few dealers are loading 25-pound bags and occasional sales are going out in the small 5-pound sacks. The latter are loaded generally 20 to a large sack.

"The carrot market has shown little fluctuation. The outturn is running 50% under that of last year.

"Very few cars of potatoes are moving from this territory. Due to the extremely low prices being offered growers, it is probable that shipments will be held back for some time."

6b. TIMELY CROP AND MARKET NEWS FROM COLORADO

The following report came from Bryce Morris under date of Oct. 1:-

"Colorado onion shipments increased the past week, with most cars moving from the Arkansas Valley. Unofficial reports indicate shippers paying 25 to 30¢ per cwt. for large Valencias, mostly 30¢ for stock measuring 3 inches and over. However, carlot demand was slow even at the low prices quoted on this stock.

"Rain fell generally throughout the State over the week-end, with considerable moisture on the water sheds in the mountains. Weather has continued mild, with most harvesting going forward at a normal pace. However, low prices on potatoes in the San Luis Valley and Western Slope have slowed operations somewhat. Those who can are putting the bulk of potatoes into storage, but since present prices scarcely equal actual harvesting charges many growers are forced to sell, in order to continue digging. Some U.S. No. 1 Brown Beautys of medium size were selling in the San Luis Valley as low as 20¢ per cwt. in loaded cars, but best offerings were mostly 25¢.

"Shippers and growers in the San Luis Valley are now estimating around 8,000 to 9,000 carloads of potatoes from that district, while northern Colorado has suffered from dry weather and sizes are reported as small, with the quality generally ordinary. Local factors are now reporting the northern Colorado crop as 50% of normal.

"The San Luis Valley cauliflower deal is fast coming to a close, while the Pueblo section was still increasing this week. Prices are rather low, the growers receiving 20-25¢ net per pony crate at the present market of 55-60¢ on usual-terms basis."

7b. NOTES ON MICHIGAN FRUITS AND POTATOES

R. E. Keller wrote in part as follows under date of Oct. 3:-

"The marketing situation for Michigan apples is the most favorable. Supplies are short in the adjoining producing sections, and an active demand has developed for quality apples, as well as for the cheaper grades and small fruit. F.o.b. prices range 70¢-$1.25 per bushel basket of good quality. Prices are low in comparison with returns a few seasons back but, considering the lower production and harvesting costs, are fairly good for this season. Practically all of Michigan's apples are moving to market by truck.

"Western Michigan has one of the largest and best crops of Kieffer pears in a number of years, and harvest is now in its height. Both carlot and truck movement has been quite moderate, with the bulk of the stock going to canners, who have been paying 60¢ per cwt. of U.S. No. 1 2¼-inch stock.

"The grape situation continues very discouraging. Less than half the crop has been harvested, as growers are holding as long as possible hoping for better prices. There have been no frosts, and the weather has been ideal for the crop of grapes still on the vines.

"A frost in the northern part of the State last week killed the potato vines, and active digging of the late crop is now under way. Most of the potatoes moving prior to this time were of the early-crop tubers. Carlot sales f.o.b. Cadillac are now being consummated at 45-50¢ sacked per cwt. of U.S. No. 1 Russet Rurals, while prices to farmers are 25-30¢ bulk per cwt."

8b. MOVEMENT OF MAINE POTATOES VERY LIGHT

A letter of Oct. 1 from V. H. Nicholson states that shipments of Maine potatoes last week were only about one-third as heavy as a year ago. A season total of 1,920 cars to that date compares with 3,825 a year ago and 6,800 cars to the same time in 1930.

Local estimates indicate that about half the Maine crop is now dug. Although freezing weather may come within 10 days, many growers seem inclined to leave their potatoes unharvested. The Cobbler crop is now in storage and most of the recent f.o.b. sales have been of Green Mountains. Growers are receiving only 35-40¢ bulk per barrel measure of Mountains. Buying is very draggy, with practically no speculative buying. He concludes: "It appears very much as if any advance in prices this season will benefit the grower more than any other factor."

B. C. BOREE,
Specialist in Market News

INSPECTION SERVICE

1c. A. S. MASON TO ASSIST IN RECONSTRUCTION WORK IN PUERTO RICO

A cablegram from A.S. Mason, at San Juan, indicates that the grapefruit which had been picked before the recent hurricane or which may yet be salvaged will be mostly shipped from Puerto Rico by Oct. 15. It is expected that, from then until at least the middle of November, Mr. Mason will be furloughed by this Department, in order that he may assist in the reconstruction work to be handled through the Federal Intermediate Credit Bank of Baltimore, San Juan Branch.

2c. WARNING TO INSPECTORS REGARDING SAN JOSE SCALE

Two cars of pears from the United States recently were excluded upon arrival in France, where inspection by French authorities showed 3% San Jose scale. These cars had been inspected at point of origin in the United States and were certified as being "free from San Jose scale."

Supervising Inspectors must warn all men working under their direction to be extremely careful in handling this phase of inspection work, and the memorandum to the Bureau of Plant Quarantine must not be issued unless the lot is absolutely free from San Jose scale. This is required by the French quarantine and there is no tolerance. The situation is very critical, and shipping of apples or pears infested with San Jose scale to France may result in a complete embargo against American fruit.

Complete instructions on this matter were published in the D.L. for July 1 and July 22, 1932. At least 2% of the fruit in every lot inspected must be examined before the memorandum certificate is issued. This means the careful inspection of every specimen examined, both at the calyx and the stem end of the fruit, and requires thorough inspection at all times. It is preferable to examine 1/2 the contents of 20 containers rather than entire contents of 10 containers. See detailed instructions in D.L. for July 1 and July 22.

3c. ONION AND TOMATO INSPECTIONS IN INDIANA

Just before proceeding to his field headquarters at Warsaw on Monday, J. E. Dickerson wrote from Indianapolis as follows:-

"We have had a greater volume of inspections in Indiana in September than we have ever had during that period heretofore. On the other hand, the onion movement as well as the total number of inspections in Michigan has been much less than we anticipated. The quality and size is above average this season with the possible exception of decay, as 5 to 10% of the cars are running off-grade on that account.

"Tomato inspections are rapidly drawing to a close, especially in southern Indiana where the season was earlier than usual and the weather none too favorable. Quality of the tomatoes at most points in northern Indiana is above average and, with continued warm weather, most canners in that area probably will continue to run for at least 10 days. Indications are that the total pack will be considerably less than last year."

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
WEST VIRGINIA	J. J. Gardner, Boyd Bldg., Martinsburg, W. Va.	Apples	Aug. 20	Nov. 15
NEW YORK	J. A. Marks, Brocton, N. Y.	Grapes	Sept. 26	Oct. 22
TEXAS	H. T. Longino, Rooms 3 and 4, Madison Hotel, Harlingen, Texas	Citrus	Oct. 1	Mar. 15
INDIANA	J. E. Dickerson, c/o County Agent, Warsaw, Indiana	Onions	Oct. 3	Nov. 15

REPORTS on Michigan onions can be obtained from Federal-State Inspection, Plainwell, Mich.

4c. CITRUS AND VEGETABLE INSPECTION PROSPECTS IN SOUTH TEXAS

Hart T. Longino wrote in part as follows from Harlingen, Texas, on Oct. 1:-

"For the past week we have had continuous rains, which delayed the harvesting of the Duncan grapefruit. It is estimated that there are about 350 to 400 cars of this variety. Practically all groves are passing the test under the Green Fruit Law and, with weather permitting, grapefruit will be moving in volume within a few days. The Marsh Seedless crop probably will total 3,000 cars. It is estimated that oranges will total 1,800 cars.

"Everyone is enthusiastic, due to the loss of the Puerto Rican crop. The new Citrus Exchange has advised me that, when the five packing-houses open, they will use certification on the first 150 to 200 cars.

"The old Texas Citrus Growers' Exchange will operate only 2 of its large packing houses. These houses are fully equipped with all modern machinery and are equal to any which I visited in Florida. It seems that this organization will have only about 10% of the entire tonnage. They have indicated that they will more than likely take advantage of certification.

"Wade & Newton will operate over the Valley and they have about 15 vegetable packing sheds. They will pack only citrus fruit in 6 of these plants. Mr. Wade has requested Government inspection on each carlot that they pack during the season. They will designate what grade they wish to make, and have requested that the inspectors advise them of the quality and condition of each lot before same is packed and loaded. Mr. Wade is very emphatic about demanding cooperation on the part of his shed managers with the Inspection Service, and his attitude will assure us of at least 3,000 or 4,000 cars in the Valley.

"The American Fruit Growers likely will use inspection in their 2 plants. It is possible that we shall secure the output of several smaller shippers of citrus fruit.

"Our vegetable movement will not start much before the first of November.

The Winter Garden district will have perhaps 300 cars of fall tomatoes, starting about Oct. 15, and the spinach acreage is about the same as last season, with movement to open about Nov. 15.

"The Corpus Christi territory is going strong on vegetables, and indications are that movement will start in that territory about the same time as we are starting in the lower Valley. Cotton growers in that section were so successful with the cabbage and carrot market that they have reduced the cotton acreage and turned their lands to vegetable production. I trust that this proves successful in that dryland section, as it means the opening of considerable volume in a section where shippers are definitely sold on certification. Our onion certification work for the steamship company, as well as for various growers and shippers, was extremely satisfactory during the past season."

5c. ENCLOSURES FOR INSPECTORS

With this D.L. each inspector in a receiving market will receive a copy of the mimeographed sheet, entitled: "American Fruit Growers, Inc., Trustworthee Grade for 1932-33 Season, Covering Apples Grown in the State of Washington." This grade has been approved by the Washington State Department of Agriculture for apples in boxes that can be used for shipment of Washington No. 3 Grade,- not approved for shipment in the Washington standard box.

Short grade forms for Bunched Carrots and Fresh Tomatoes also are enclosed for each inspector.

6c. A CHANGE IN LIST OF PAST-DUE ACCOUNTS

The following should be added to the list of Past-Due Accounts:

Richardson Fruit Corporation, Macon, Ga. $4.00

- R. C. BUTNER,
Specialist in Inspection.

OFFICE NOTES:-

F. S. Kinsey will be in charge of inspection work in the Pittsburgh market until the return of J. J. Gardner from Martinsburg, W. Va. Mr. Kinsey went to Pittsburgh from New York City.

W. F. Plummer, of the Boston inspection office, spent the first three days of this week with inspectors at Augusta, Maine, and during the latter part of the week did some field work for the Canned Fruit and Vegetable Grading Project. Maine has a large crop of apples and quality appears to be much better than usual, according to Mr. Plummer. Shipping-point inspections in Maine, New Hampshire and Vermont are much heavier than was expected, and considerable work may be done during this month on export shipments.

G. W. Payne this week has been in charge of the New York City inspection office, while W. C. Hackleman is at Carthage, Ind., on account of the death and funeral of his mother.

J. E. Dickerson will have his headquarters in the County Agent's Office, Warsaw, Ind., from now until Nov. 15, supervising onion inspections.

(Office Notes continued on page 592)

REGULATORY ACTIVITIES

1c. PUBLIC HEARINGS SCHEDULED UNDER THE P.A.C. ACT

The following hearings under the P.A.C. Act have been announced by the Department. C. P. Dorr, of the Solicitor's Office, has been assigned as examiner to preside at these hearings. The official stenographer will be Mrs. J. H. Sullivan:

Oct.		
10	Chicago,	F. R. Patterson, Sharon, Tenn., vs. Rosenthal-Stockfish Co., Chicago.
11	Chicago,	The Mahaffey Commission Co., Chicago, vs. J. S. Boronstein Fruit Co., Rock Island, Ill.
12	Chicago,	Medford Fruit Co., Inc., Medford, Oregon, vs. Western Fruit & Produce Co., Chicago.
13	Saginaw, Mich.	Shackelford-Brown Co., Albany, Ga., vs. Saginaw Fruit Co., Saginaw.
14	Cleveland,	Cooney & Korshak, Chicago, vs. Thomas M. Rini, Cleveland.
15	Johnstown, Pa.	Southern Produce Co., Norfolk, Va., vs. Stephen Walling, trading as Walling & Co., Johnstown.

The following additional hearings under the P.A.C. Act have been announced. E. F. Mynatt, of the Solicitor's Office, has been assigned as examiner to preside at these hearings. The official stenographer will be Miss Florine Colvin:-

Oct.		
24	Buffalo, N. Y.,	Tifton Produce Co., Tifton, Ga., vs. W. C. Will & Co., Buffalo.
24	Buffalo, N. Y.,	Randolph Marketing Co., Los Angeles, vs. Satuloff Bros., Buffalo.
25	Oakfield, N. Y.,	Harry Shapiro, Washington, D. C., vs. Geo. W. Haxton & Son, Oakfield.
26	Lockport, N. Y.,	Wisconsin Distributing Co., Appleton, Wis., vs. O. H. Willson, Lockport.
27	Rochester, N. Y.,	J. E. Nelson, Altoona, Pa., vs. E. G. Darrohn, Rochester.
28	Syracuse, N. Y.,	Hoff & Lester, Newark, N. Y., vs. Martin Distributing Co., Syracuse.
29	Boston,	F. M. Leonard Co., Boston, vs. J. M. McCauley, Boston.
31	Bangor, Maine,	S. A. Freas & Co., Washington, D. C., vs. W. H. Martin, Bangor.
Nov.		
1	Boston,	Martz & Dege, St. Paul, Minn., vs. William P. Callahan Co., Boston.
2	New Haven, Conn.,	Fred McKown, Warsaw, Ind., vs. Umberto Piccolo & Co., New Haven.
3	Newark, N. J.,	J. R. Paxton, Mercedes, Texas, vs. Paul Rothman, Newark.

(continued over)

Nov. - Public Hearings under the P.A.C. Act -

3	Newark, N. J.,	Joseph Justman & Co., New York City, vs. Wernikoff Bros., Newark.
4	Newark, N. J.,	Baldwin Doherty Co., Houlton, Maine, vs. Chas. E. Narozniak, Newark.
5	New York City,	Wolverine F. & P. Exchange, Grand Rapids, Mich., vs. B. Balish, New York City.
7	Yonkers, N. Y.,	I. D. Young Co., Charlestown, Mass., vs. Yonkers Fruit Co., Yonkers.
9	New York City,	Florida Truck Growers, Bradenton, Fla., vs. Fleischer Bros. & Dazigi, New York City.
10	New York City,	Baldwin Doherty Co., Houlton, Maine, vs. Behrenberg Brokerage Corp., New York City.
11	New York City,	City Bank & Trust Co., Natchez, Miss., vs. H. Worne & Sons, New York City.
12	New York City,	H. G. Miles & Co., New York City, vs. The Goldberger Co., New York City.
14	Philadelphia,	Harry W. Merrill, Ft. Lauderdale, Fla., vs. M. Feldbaum, Inc., Philadelphia.
15	Bethlehem, Pa.,	H. A. Spilman, Washington, D. C., vs. J. A. Trimble & Co., Bethlehem,
16	Philadelphia,	American Fruit Growers, Pittsburgh, vs. A. E. Freeman, Philadelphia.

Practically all of the above-listed hearings are scheduled to be held in the Federal Buildings in respective cities. - F. G. ROBB.

OFFICE NOTES (CONTINUED):- SEE other Notes on page 590.

L. C. Carey spent Tuesday and Wednesday at various points in southern New Jersey, investigating an alleged violation of the Standard Container Acts.

Loyde M. Billman was at Penn Yan, Newark and other points in western New York on Tuesday and Wednesday, grading 6 carloads of canned snap beans for the Veterans' Administration.

Robert Bier was at Dover, Del., Salisbury, Md., and other points in that general territory during the early part of this week, supervising inspection work.

Hart T. Longino now has his headquarters in the Madison Hotel, Harlingen, while he supervises shipping-point inspections of southern Texas citrus and vegetables. At the annual State Fair, opening in Dallas on Oct. 8, daily demonstrations will be given of the grading of citrus fruits by inspectors under direction of Mr. Longino. The purpose of these demonstrations is to acquaint housewives and others with the characteristics of the several grades. A special article on "Grading Citrus for the Markets" appears in the October issue of Texas Citriculture, published at Harlingen.

CHANGE the residence address of M. A. Russell, under Chicago on the Inspection Station Address List, to 5414 Iowa Street; phone unchanged.

For the coming week Mr. Russell will be at various points in Wisconsin, supervising inspection work on potatoes.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Number 1. Oct. 7, 1932

Supplement to the
FRUIT AND VEGETABLE DIVISION LETTER
containing
DECISIONS IN COMPLAINTS UNDER THE P.A.C. ACT AND PRODUCE AGENCY ACT.

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1. FEDERAL INSPECTION CERTIFICATES AGAIN HAVE PROMINENT PLACE IN DECISION OF COMPLAINT UNDER P.A.C. ACT

The Secretary has ordered Borovetz-Kanselbaum & Co., Pittsburgh, to pay $59.03 with interest to M. E. Manning, Northampton, Mass.

It was alleged that Borovetz-Kanselbaum & Co. bought a car of U.S. No. 1 onions, 75% 2-inches and larger, in new 50-pound branded Saxolin sacks at 80¢ delivered and that, upon arrival of the car, they refused to accept it unless Manning would reduce the purchase price 15¢ per sack. This allowance was refused and the car was turned over to another broker and resold at 85¢ per bag delivered. However, added expenses were incurred in making the resale, which caused the car to net Manning $59.03 less than what he would have received, had Borovetz-Kanselbaum & Co. accepted it. The Borovetz-Kanselbaum Co. claimed that some of the onions were in net bags instead of Saxolin bags; that the resale price of onions in net bags ranged from 10¢ to 25¢ per bag less than those in Saxolin sacks, and that some of the bags showed stains due to wet rot.

Neither of the Federal inspection certificates based upon inspection at shipping point and at destination noted the presence of net bags. The destination inspection certificate showed that decay consisting of soft rot amounted to less than 2% and that the shipment graded U.S. No. 1. The objection made on the ground of the presence of rot, therefore, was not well taken. With regard to the onions being in sacks other than Saxolin, the Secretary held that the inability of the buyer to state the number of the net bags in the car, the statements of the inspectors that the onions were in Saxolin bags, and the testimony offered by one witness for the seller that he was present at the inspection of the onions at shipping point and that they were all in Saxolin bags, indicated that the number of net bags, if any, was a small percentage of the total. The Secretary, therefore, held that the onions were in substantial compliance with sale specifications and that the shipment should have been accepted. Reparation award was issued in the amount prayed for, $59.03, plus interest at 6%.

2. A DECISION BASED UPON DIFFERENCE BETWEEN TWO TYPES OF CABBAGE

The Secretary has ordered W. A. Waskow, Chicago, to pay $91.91, with interest, to C. L. Frank, Evansville, Ind.

Frank purchased a car of medium-sized Holland cabbage, f.o.b. Wisconsin, the shipment to be made in bulk under standard ventilation to Waskow at Chicago and then diverted to Frank at Evansville. Frank's contention was that the doorways and top of car were loaded with Holland-seed cabbage but that the remainder consisted of domestic-type; that about 1/3 of the total shipment was Holland-seed cabbage, the condition of which was very good, but that the domestic cabbage was slimy and badly decayed. Certain witnesses testified in support of Frank's contention. The broker testified that he examined the car and that

the domestic variety showed more or less decay and slime; that he notified Waskow as to the condition found and secured a Federal inspection. This inspection showed about 1/4 of the heads to have Slimy Soft Rot and reported that the cabbage was mostly of domestic-type, with a few heads of Danish-type.

Waskow claimed that the load consisted of Holland-seed cabbage, practically free from decay at time of loading, and presented depositions from 7 growers supporting his statement. The railroad inspection at shipping point referred to the cabbage as Holland-type, with practically no decay. The testimony was conflicting regarding the type of cabbage. None of the witnesses indicated the differences between the 2 types nor why they concluded that the total shipment consisted of Holland cabbage, while others were as positive that only 1/3 of the car was Holland-type. The decision quotes from a publication of the Department of Agriculture, describing the 2 types, and observes that Holland and domestic cabbage can easily be distinguished by an experienced inspector. The Secretary, therefore, attached considerable weight to the certificate of the Federal inspector, who stated that the cabbage was mostly domestic-type. Since the findings of the inspector supported Frank's claim, the Secretary was convinced that Waskow had failed to make delivery in conformity with the contract.

Waskow urged that the complainant, by accepting the cabbage, was left without a remedy. The Secretary held that such acceptance did not bar recovery of damages for breach of warranty. It was also claimed that Frank's proof of loss was insufficient in that he did not show that the sale of the domestic cabbage was at market price. The Secretary held that actual sales established market value and that, in the absence of better proof, the contract price can be taken as evidence of the value of the cabbage, if it had been as warranted, and the resale price as evidence of the value of the cabbage actually delivered. It was held, however, that Frank's proof of profits which would have been made if the cabbage had been as warranted was too uncertain and speculative to support a finding and must be eliminated.

A counter-complaint filed by Waskow was not supported by evidence and was dismissed. Reparation award was issued in the amount shown actually to have been lost by Frank because of the failure to comply with contract, namely, $91.91, plus interest.

3. UNJUSTIFIED REJECTION OF CAR OF FLORIDA ORANGES

The Secretary has ordered James V. Balsimo, McKeesport, Pa., to pay $421.61 with interest to R. W. Burch, Inc., Plant City, Fla.

A contract was entered into between Burch and Balsimo for the purchase of a car of oranges, packed in bushel baskets f.o.b. shipping point, to grade 50% U.S. No. 1 and 50% U.S. No. 2. A standard memorandum of sale was issued by the broker. Upon arrival of the car, the buyer had a condition inspection made by a Federal inspector and, as the result of this inspection, rejected the car. It was then diverted to Rochester, N. Y., where it was inspected for grade by the Federal Inspection Service and found to grade approximately 65% U.S. No. 1, the decay present being a factor of condition. The Secretary, therefore, held that the seller had made good delivery and that the rejection was without reasonable cause. Reparation award was issued in the amount of the difference between the original invoice price and the resale price, or $421.61, plus interest.

4. FLORIDA GRAPEFRUIT REJECTED WITHOUT REASONABLE CAUSE

The Secretary has ordered Gennis and Speiller, Inc., Utica, N. Y., to pay $272.35, with interest, to the Florida Citrus Exchange, Tampa, Fla.

It was alleged that the Florida Citrus Exchange sold Gennis and Speiller a car of grapefruit f.o.b. shipping point and that, upon arrival of the car, it was rejected by the buyer without reasonable cause, and the seller, therefore, was compelled to resell the car in Boston at a price $272.35 less than the original price. The respondent contended that the grapefruit did not conform in quality to that ordered, but a Government inspection made at destination some 9 days after arrival of the car showed that the contents did comply with the terms of the contract. The buyer requested an allowance of 25¢ per box and the seller, in order to settle the matter, agreed to allow 10¢ per box on one of the brands in the car. The buyer contended that this offer was equivalent to a new contract and nullified the previous agreement, and that in any event it should be allowed 10¢ a box and damages should not be in the sum claimed by the complainant.

The Secretary held that these negotiations were offers of compromise, neither offer being accepted by the other, and that it cannot be said that a new contract was entered into between the parties. He further held that, while the evidence was conflicting, the weight of the testimony sustained the contention of the complainant, and issued a reparation award in the amount claimed, $272.35, plus interest.

5. EFFECTIVE DATE OF THE P.A.C. ACT IS MADE BASIS FOR ATTEMPT TO ESCAPE PAYING A REPARATION AWARD

The Secretary has ordered Sparrow Market, Inc., Harrisburg, Pa., to pay $259, with interest, to Phillips & Company, Inc. of Norfolk, Va.

Sparrow Market bought a car of U.S. No. 1 North Carolina Cobbler potatoes, delivered. Upon arrival, the buyer refused to accept the car on the ground that it did not comply with the terms of the contract and asked for an allowance of 50¢ per barrel. The seller refused to grant an allowance and asked for Federal inspection, which showed the potatoes to grade U.S. No. 1. The buyer offered some testimony to the effect that the potatoes were not U.S. No. 1 but the witnesses admitted that they were not familiar with the tolerance allowed under the grade and their testimony, therefore, cannot be given much value. The rejection was held to be unjustified.

The buyer contended that the contract was entered into on June 9, whereas the P.A.C. Act was not approved until June 10, 1930, and the regulations thereunder were not issued until October 4, 1930, and, therefore, that at the time of the making of the contract, as well as at the time of the alleged violation, the buyer was not and could not have been a dealer under the provisions of the Act. The car arrived and was actually rejected on June 13, 1930; the Act was approved on June 10 and, therefore, was in force on the date of the rejection. For this reason, the buyer's contention was overruled. Reparation award was issued in the amount lost upon resale, $259, plus interest.

6. FAILURE TO DELIVER "ONE OF THE FIRST CARS OF THE SEASON" RESULTS IN BREACH OF CONTRACT BY KANSAS CITY FIRM

The Secretary has ordered Michael-Swanson-Brady Produce Co., Kansas City, Mo., to pay $111.50 to W. M. Hanson & Sons Co., Dubuque, Iowa.

(over)

The W. M. Hanson & Sons Co. alleged that it bought from Michael-Swanson-Brady Produce Co. a car of Jonathan apples, to be one of the very earliest cars shipped from Idaho, and that it paid a deposit of $100. Failing to receive the car when expected, they bought another car shipped by Michael-Swanson-Brady from Idaho, which car arrived before the other one which they had pruchased and on which a deposit had been paid. The buyer asked reparation in the amount of the deposit money and interest thereon and claimed loss of profit of 25¢ per basket or $165 on the car, making a total of $265 exclusive of interest.

It is shown by the evidence that the car at issue in this case was not shipped until September 27, 1930, whereas the other car purchased on a different contract was shipped on September 23, 1930. The seller endeavored to show that the car which moved earlier than September 27 were shipped by a different branch of the organization, which competed with the parent organization, and that the car shipped on September 27 was the first car shipped by the Kansas City house of Michael-Swanson-Brady Produce Co. The Secretary held that, at the start of the shipping season, time is the essence of every contract, since the first car out commands a premium and as the shipments increase the price falls proportionately. In regard to the seller's contention that the earlier car was not shipped by the contracting house with whom the deal on the later car was made, the Secretary held that the internal workings of the seller's organization and its branches can not affect the relations between the Michael-Swanson-Brady Produce Co. and the buyer in the absence of proof of knowledge thereof by the buyer. The W. M. Hanson & Sons Co. bought a car of apples from Michael-Swanson-Brady Produce Co., to be one of the very first cars shipped from Idaho, on which it posted $100 deposit and it did not get one of the very first cars which Michael-Swanson-Brady shipped. The Secretary, therefore, held that the seller had failed without reasonable cause to deliver in accordance with the contract. He further held that the buyer had not submitted sufficient evidence to support its claim of a loss of 25¢ per basket in prospective profits and denied this part of its claim for reparation. The claim for the return of the $100 deposit was held proper and the Secretary directed that this be paid, together with interest thereon, amounting in all to $111.50

7. EASTON, PA., DEALER MUST PAY FOR CAR OF MELONS

The Secretary has ordered S. Blackman, Easton, Pa., to pay $201.50 plus interest to Eveloff, Taxin & Savitz, Philadelphia, Pa.

It was alleged that Blackman bought, inspected and accepted on track at Philadelphia a car of watermelons shipped from South Carolina and instructed that it be diverted to him at Easton, with the understanding that the seller would pay the freight charges to Philadelphia, and that after receiving the car Blackman complained that the melons showed "waste" and forwarded a check for $50 less than the price agreed upon, with the notation on it that the check was in full payment. This check was not cashed by the seller. Subsequently another agreement was entered into to forward an additional check for $25, plus one-half of whatever was collected from the carriers. Notwithstanding this promise, payment was stopped on the original check. The Secretary held that Blackman accepted the car at Philadelphia and again accepted it at Easton; that the seller tendered watermelons in substantial conformity with contract obligations, and that Blackman had failed to account truly and correctly. Reparation award, therefore, was issued for the full sale price of $201.50 plus interest.

8. ADDITIONAL DECISIONS BY THE SECRETARY

In the following five cases, the Secretary did not order publication of the facts:-

Rash & Somerville, Denver, vs. W. J. Piowaty Co., Chicago.

This case involved the same car of tomatoes which was the subject of the complaint of the Amato Fruit & Produce Co., Denver, vs. W. J. Piowaty Co., the instant case involving a claim for brokerage earned by the complainant in selling the car for the respondent. In the other case, it was held that the evidence showed the tomatoes did not conform to the specifications of the contract of sale. The Secretary held that, if the shipper fails and neglects to to furnish produce in conformity with sale specifications and the purchaser is ready, willing and able to accept the produce if the seller had made delivery of the grade specified, the broker under such circumstances is ordinarily entitled to recover for his services rendered. Reparation award, therefore, was issued in the sum of $25, plus interest.

S. Strock & Co., Boston, vs. Sam Alpert, New Haven.

It was alleged that Alpert bought from Strock a car of Extra Fancy apples delivered at New Haven, less freight amounting to $601.10, Boston inspection and acceptance. Upon arrival, the car was rejected on the ground that the apples were neither Extra Fancy nor in good sound condition. The buyer denied that the sale was consummated on the basis of inspection and acceptance at Boston, contending that it was made on a delivered basis and that the fruit was warranted to be sound and that delivery at New Haven for the early morning market of Saturday, June 27, 1931, was guaranteed, whereas the car did not arrive until the late afternoon of that day. The buyer inspected the car on June 29, found that there was no ice in it, and that the fruit was decayed and immediately ordered Government inspection, which was made on the following day. This inspection showed an average of 16% breadkown, 8% slight scald and 7% decay. The sale was consummated by telephone, which gave rise to the controversy as to the terms and specifications of sale. In view of this controversy, the Secretary held that the seller had failed by a fair preponderance of the evidence to substantiate his case and that the complaint should be dismissed.

Sam Pasekoff, Pittsburgh, vs. Standard Growers Ass'n., Sanford, Fla.

It was alleged that on or about January 27, 1932, respondent sold complainant a car of Standard Brand, fancy, well-bleached, individually-washed and precooled celery, f.o.b. Florida; that upon arrival of the car it was found not to be fancy and well-bleached for the reason that it was green, rusty, pithy, decayed and damaged by worms,- and that, because of the failure of the respondent to furnish celery complying with the contract, the complainant suffered loss in the sum of $176, being the difference between what the commodity would have been worth had it met the specifications of the contract and the market value of the celery as actually delivered. The evidence in the case was conflicting as to whether or not the celery conformed to the contract of purchase, the complainant relying on the Government inspection certificate issued at Pittsburgh and the respondent relying on four affidavits, two from exteriencod growers, one from the man who superintended the loading, and the fourth by the inspector at the shipping point. However, it was not necessary to determine this issue, because the complainant had failed to furnish proof as to the damages claimed and the case was dismissed on that ground.

Shibuya Fruit Co., Sacramento, vs. Geo. A. Hones Co., Detroit.

Complainant offered a rolling car of lettuce f.o.b. shipping point, top ice extra. Respondent ordered the car diverted, saying it had been "sold your price." Respondent claimed that the lettuce had been sold as U.S. No. 1 and that, upon arrival, the purchaser complained of the quality. Federal inspection at shipping point had shown the lettuce as 85% U.S. No. 1. To secure acceptance by the purchaser, the respondent adjusted the dispute by making a price of $3.60 delivered, in lieu of the prior sale price of $2.25 f.o.b. Respondent collected from the purchaser and remitted to the complainant the full net amount, less $25 selling charge. Complainant took no exception to the selling charge, thereby seeming to recognize the fact that diversion was made upon consignment instead of an outright-sale basis.

The factor (or agent) is bound to follow the instructions of his principal and is liable to his principal for loss and injury which may result from his failure to do so; but, where a factor uses reasonable diligence to comply with instructions and without any fault on his part is unable to do so, he is not liable to his principal for failure to carry out instructions. Inability to comply with instructions will not justify a departure therefrom, except to the extent that is justified by custom or usage, or by the emergencies of the particular case. If sudden emergency or intervening necessity or other unexpected event makes it impossible for the factor to comply with the exact terms of his instructions, he is not liable if in good faith he departs therefrom, even though such departure turns out to the disadvantage of his principal.

The Secretary held that the record justified the conclusion that respondent acted in good faith and exercised good judgment in disposing of the lettuce on the compromise basis, and that these circumstances, together with the fact that the record does not establish a sale to respondent, furnishes sufficient grounds on which to base a dismissal.

Bacon Bros., Chicago, vs. H. H. Milroy, Pittsburgh.

Respondent purchased a car of potatoes to be "one car U.S. No. 1, 1-7/8 inch and larger, bright, clean, 100-pound sacks, f.o.b." Upon arrival, respondent inspected the potatoes and was not satisfied with the quality and condition. Federal inspection made at destination showed the potatoes to grade U.S. No. 1. The respondent then asked for an appeal inspection, which showed that most sacks graded U.S. No. 1 but that the load as a whole was not U. S. No. 1 on account of grade defects in many sacks in excess of tolerance.

The Secretary held that, in view of the results of the appeal inspection, the complainant had failed to furnish potatoes that graded U.S. No. 1 at shipping point, and the case was dismissed.

9. A DECISION INVOLVING PAR. 11, REGULATION 1 OF P.A.C. ACT

The Secretary has ordered the Long Island Produce & Fertilizer Co., Inc., and I. M. Young & Co., Inc., both of Riverhead, N. Y., each to pay nominal damages of $1 to Felix Spatola & Sons, Philadelphia.

It was alleged that on Sept. 29, 1930, Spatola purchased a car of U.S. No. 1 Long Island Green Mountain potatoes from the Long Island Produce & Fertilizer Co. f.o.b. shipping point; that on the same date an additional 4 cars of the same kind of potatoes were purchased from I. M. Young & Co. upon the same terms, and that 5 additional cars were purchased on Oct. 1 from the Long Island Produce & Fertilizer Co. The broker issued memorandums of sale, calling for

delivery of U.S. No. 1 Long Island Mountains. Two of the cars arrived in Philadelphia on Oct. 4 and the rest on Oct. 8. They were accepted by the complainant, unloaded and placed in cold storage. A few days later the storage company advised Spatola that the first 2 or 3 cars failed to grade U.S. No. 1. After inspection had been completed on all 10 cars and it was found that each car failed to grade U.S. No. 1, the shippers were notified. No definite agreement was reached as to an adjustment of price and, in December, the potatoes were removed from storage and sold, reparation being asked in the amount of the difference between the contract purchase price and the amount realized by Spatola upon resale.

The sellers admitted that no official inspections had been made of the potatoes at shipping point, but contended that it was immaterial whether or not the potatoes graded U.S. No. 1 because Spatola had failed to reject the shipments within 24 hours following receipt of the notice of arrival. The sellers claimed that this is a recognized trade custom and, furthermore, that Paragraph 11 of Regulation 1 under the P.A.C. Act provides that failure to reject within 24 hours after receiving notice of arrival constitutes acceptance of the produce as being in accordance with the terms of the contract relating to such produce.

The Secretary held that the reason for this rule is obvious, since the buyer of highly-perishable commodities should promptly determine whether delivery will be accepted or rejected, but that the rule apparently goes beyond what was necessary to have been stated in order to accomplish the purposes desired. The Secretary stated that the regulation was not intended to change the common-law rule, which in many jurisdictions has now become statutory, respecting buyer's rights and remedies where seller's delivery amounts to a breach of warranty. He called attention to the fact that Section 49 of the Uniform Sales Act provides that acceptance of the goods by the buyer shall not discharge the seller from liability for breach of contract, provided the buyer gives notice of the breach of warranty within a reasonable time. The Secretary, therefore, held that Regulation 1, Paragraph 11, should be amended by striking out the concluding phrase "as being in accordance with the terms of the contract relating to such produce."

As to the question of damages, the Secretary called attention to the fact that Section 69 of the Uniform Sales Act provides that, in a case of breach of warranty of quality, the loss is the difference between the value of the goods at the time of the delivery to the buyer and the value they would have had if they had answered to the warranty. Clearly the contract in this case called for delivery of U.S. No. 1 potatoes, and the potatoes delivered did not grade U.S. No. 1. Spatola produced evidence to show the total purchase price of 10 cars, including freight and storage charges, and the amount realized upon resale thereof and claimed damages in the amount of the difference. But the potatoes were purchased f.o.b. shipping point and the sellers cannot be held liable for either the transportation charges or the cost of storage. The contract price may be taken as proof of the market value of U.S. No. 1 potatoes at the time of purchase, but the resale price received early in the following December can hardly be taken as evidence of the market value of the potatoes actually furnished by the seller. It was not shown whether the resale was on public market or by private sale, and it was not shown what the market price was at the time of resale. Such meager facts do not establish the market value of the potatoes three months prior to the resale. The record, therefore, is insufficient to support findings in the buyer's favor

for any recovery in excess of nominal damages, and reparation award was made in the sum of $1 against each of the sellers.

10. LICENSE OF A CHICAGO FIRM IS SUSPENDED

The Secretary has suspended the license of the Western Fruit & Produce Company, Chicago, for a period of 20 days -Oct. 10 to 29 inclusive- and has ordered that company to pay $403.20, plus interest, to the Truck Growers Association, Inc., Crystal Springs, Miss.

The Truck Growers Association sold the Western Fruit & Produce Company a car of tomatoes, which was accepted but has not been paid for. Reparation award was issued in the amount of the invoice price of the car, plus interest.

11. TEXAS SHIPPER FAILED TO DELIVER IN ACCORDANCE WITH CONTRACT

The Secretary has ordered the South Texas Produce Co., McAllen, Texas, to pay $124.50 with interest to William Moskovitz, Chicago.

It was alleged that Moskovitz bought a car of grapefruit, part of which was to be of U.S. No. 1 grade, and that the grapefruit received did not comply with the specifications of the contract and he suffered loss in the amount of the difference between what the grapefruit would have been worth had it met the contract and the market value of the grapefruit actually delivered. The South Texas Produce Co. denied that the contract of sale called for U.S. No. 1 grade, stating that it called only for brands known as "Sosweet" and "Sogood," and that the grapefruit delivered was of these brands and, on receipt of complaint as to quality, the buyer was advised that the grapefruit must be accepted at invoice price or the car would be diverted.

The contract was made through telegrams between the parties. While the shipper sent one telegram confirming the sale on the basis of brand, the broker sent another wire specifying U.S. No. 1 in addition to the brand and, after receiving that wire, the seller wired that the car was being shipped. It appeared, therefore, that the seller was aware of the addition of the U.S. No. 1 specification and by shipping ratified such specification. Even though the seller advised that the full invoice price must be paid or the car would be diverted, the buyer was within his rights in accepting the car and later bringing an action for breach of warranty. This was a Texas contract, since the final act in its consummation was the telegram from the seller to the broker and also because this was an f.o.b. sale. The Texas law recognizes the right of a buyer to accept goods and bring an action for a breach of warranty.

The Secretary found that, upon the record and the law applicable thereto, the South Texas Produce Co. had failed to deliver in accordance with the terms of the contract and the complainant should be awarded the reparation requested, $124.50, plus interest.

F. G. ROBB,
In Charge, Regulatory Branch.

NOTE:- Be sure to keep this supplement for future reference. It can be filed with future supplements to the Division Letter, covering P.A.C. cases.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 39 Oct. 14, 1932.

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication.

1a. U.S. GRADES TO BE DESIGNATED ON LABELS OF LIMA BEANS CANNED AT CHERITON

In order to use the initials "U.S." before the grades on labels of canned fruits or vegetables, it is required that a representative of this Department supervise the entire plant during the packing of the products, to insure the use of the proper raw stock as well as compliance with certain sanitary regulations. Samples of the finished product must also be graded before labeling.

Loyde M. Billman has gone from the Washington office to Cheriton on the Eastern Shore of Virginia, to spend some time in thus supervising the packing of Lima beans at the cannery of the G. L. Webster Canning Co. This is the first service of this kind rendered, and it may have far-reaching results.

2a. PREPARATION OF VOUCHERS INVOLVING FEDERAL TAX

It is required by the Accounting Office that vouchers covering purchases of gasoline and oil show separately from the price of the gasoline and oil the amount of Federal tax which is included in the voucher. Federal tax is paid by the Government on purchases of these products.

Vouchers submitted for telephone tolls, in connection with which Federal tax is not paid, should show that the amount claimed for toll service is free from Federal tax.

3a. WORLD APPLE PRODUCTION AND TRADE

A. C. Edwards, assisted by Hally H. Conrad, is author of a 98-paged mimeographed report on "World Apple Production and Trade." This splendid summary is designated as Report FS-57 of the Foreign Agricultural Service Division of our Bureau, and copies can be had on request by those who need them. In addition to a brief introduction, 48 pages are devoted to detailed descriptions and statistics for the principal exporting countries, with 27 pages relating to the important exporting and importing countries, and 14 pages to the chief importing countries. About 31 different nations are covered by this report on apples. Fully 20 pages relate to apple production and trade in the United States.

4a. A STUDY OF THE PECAN INDUSTRY

Technical Bulletin No. 324 has recently come from the press. It is entitled: "An Economic Study of the Pecan Industry." The 6 joint authors include J. W. Park, of the F. and V. Division, and H. E. Rutland who is on furlough at Presque Isle, Maine. This bulletin of 90 pages is very complete, with numerous statistical tables, maps and charts.

- MARKET NEWS SERVICE -

1b. SOME APPLES AND PEARS LEFT UNHARVESTED IN THE NORTHWEST

Tragedies for fruit growers in the Northwest are suggested in the following portions of a recent review by J. D. Hamilton, of the Portland office:-

"Apple shipments are approaching peak volume. First Jonathan harvest in lower altitudes of the Yakima and Wenatchee districts is well along, and higher districts will start their Jonathan harvest very soon. Delicious are now moving from the earlier districts. Market conditions are unsettled. Domestic inquiry is fair, but foreign trading continues upset and on a hand-to-mouth basis, due to uncertainties regarding import quotas, variations in tariffs, rates of exchange, etc.

"Extent of worm damage to northwestern apples is still unknown. Possibly half of the Jonathan crop is affected. Picking of Winesaps has hardly started; however, it is evident that considerable worm damage has developed in this and most other varieties. This unusual damage is due partly to mid-summer weather conditions and partly to lack of money for late spraying. In the Wenatchee district, Jonathan shipments probably will total 1,300-1,700 cars, against a normal output of 2,500-3,000 carloads. Winter Banana production in the north-central Washington district totaled around 450 cars, but only about 50 were shipped. The remaining 400 carloads were abandoned in the orchards, due to low prices. Eastern auction returns ranged mostly around 75¢-$1 per box, which barely paid transportation costs.

"Although final Bartlett pear prices recovered somewhat from the extreme low levels of mid-season, most tonnage was too ripe to take advantage of the improved values. Hundreds of tons of Bartletts were unharvested and are now moving from orchards to nearby canyons in dump trucks. Some export business in Winter Nelis recently developed around 80-90¢ per box of Extra Fancy stock, f.o.b. shipping districts.

"Enforcement of the rule banning shipment of No. 2 potatoes from Washington, except in 5-pound sacks, was postponed until Oct. 10, pending the outcome of litigation on the prohibiting of shipment of C grade apples."

2b. MOST POTATOES IN MAINE BEING HELD BY GROWERS

The following comments are from a letter of Oct. 8 by V.H. Nicholson:-

"Maine potatoes showed some strength in the past few days, but most of the advance has been in the f.o.b. market, with the terminals failing to show much improvement. At least a part of the strength in the f.o.b. market can be traced to speculative activity, while the buying from the city markets has been practically on a hand-to-mouth basis.

"The price to growers has advanced to 45-50¢ per barrel of Green Mountains. A part of this increase may have been caused by rain slowing-up digging on Friday. Some potatoes are going at 50¢. Buyers are finding that it may be difficult to fill all their storage space this season, so the price has been increased. Growers are selling as few potatoes as possible, so the holdings in farmers' storages may be proportionately heavier this year."

3b. OCTOBER REPORT OF APPLES IN COLD STORAGE

Yesterday the following report of cold-storage holdings of apples for Oct. 1 was released by the Department in Washington:-

	Barrels	Boxes	Baskets
Oct. 1, 1932:	364,000	1,999,000	2,248,000
Oct. 1, 1931:	398,000	3,203,000	2,032,000
Five-year avg.:	547,000	1,827,000	1,523,000

Total holdings under refrigeration were equivalent to 1,780,000 barrels or about 17% less than holdings of a year ago but 7% above the five-year average for this month. Supplies in barrels were 9% less than on Oct. 1, 1931 and 33% below average. Boxed apples in cold storage were 38% lighter than in 1931 and only 9% above the average figure. Stocks in bushel baskets were 11% more abundant than a year ago and 48% greater than the average.

Reduced to equivalent bushels or boxes, the October report reads:-

	Apples in Barrels	Boxes	Baskets	Equivalent Boxes
Oct. 1, 1932:	1,092,000	1,999,000	2,248,000	5,339,000
Oct. 1, 1931:	1,194,000	3,203,000	2,032,000	6,429,000
Five-yr. avg.:	1,641,000	1,827,000	1,523,000	4,991,000

4b. APPLES IN THE LOS ANGELES MARKET

Walter Kingsbury and W. L. Jackson are joint authors of a 26-paged mimeographed report on "Apples in the Los Angeles Market." It includes general data on apples and numerous statistical tables and charts relating to the Los Angeles market, such as storage-holdings, carlot unloads, weekly jobbing prices over a period of 8 or 10 years for each of the leading varieties of apples, and the relation between prices of Fancy and Extra Fancy Jonathans from Washington. Excellent charts show graphically the prices of each variety during each of the last six seasons. Copies of the report can be had from Los Angeles office.

5b. BRIEF NOTES ON WESTERN NEW YORK CROPS

R. L. Sutton wrote in part as follows in a letter of Oct. 11:-

"The peach season is on the decline, although about 500 carloads remain in western New York storages. Most of this volume will be handled by trucks.

"In the marketing of pears, first season's business has started for Kieffers. Opening quotations held around 55¢ per bushel tub, with some barrel business at $1.80.

"Harvesting of grapes is later than usual this season. Demand is limited and market conditions show weakness. Sales in the Finger Lakes section have been at slightly higher levels than in the more important Chautauqua-Erie district. Probably a greater volume will be handled by truck than by rail. Many dealers who normally ship in carlots are selling this season to truckers. F.o.b. prices on juice stock are ranging $21-$25 per ton with baskets, either bushels or 12-quart climax baskets. Table stock brings 7½-8½¢ per 2-quart basket in carloads.

"Harvesting of the late Golden crop of celery will start within the next 10 days. This late crop is stored heavily. The situation has been so unsatisfactory that factors hardly know what to speculate as to the market prospects for the Golden crop. Transactions at shipping points on the early varieties are holding at the ruinously low prices of 45-65¢ per two-thirds crate.

Such returns do not even meet the expenses of growing the crop.

"Potato growers are very reluctant to sell at prevailing prices. Sales f.o.b. shipping point hold around 60¢ per 100 pound sack. Dealers are offering generally 20¢ per bushel to growers, but a few localities pay as high as 25¢."

6b. INTERESTING ITEMS REGARDING NEW ORLEANS MARKET

J. W. Coleman sent the following news under date of Oct. 11:-

"Louisiana satsumas are now arriving on the New Orleans market. Early this week half-straps sold $2.50-2.65 and half-bushel baskets around $1.25. The crop of mandarins and tangerines is short this season, but there is a good crop of oranges. Some Louisiana grapefruit has been marketed, but oranges are about two weeks late.

"Second-crop cucumbers, snap beans and squash have been plentiful. Snap beans are selling at $1-1.25; cucumbers 75¢-$1.25 and squash 50¢-$1.25 per bushel. These are prices paid to growers on the French Market.

"There is an unusual situation here in regard to prices paid for okra. If shrimps are plentiful, the okra market is strong and prices advance from 50¢ to as high as $3 per bushel. If shrimps are scarce, the okra market holds about steady at 40-60¢ for the entire week. There is a dish here called gumbo, and the main constituents are okra and shrimps. If shrimps are in abundance on Friday, there is a big demand for okra to make gumbo. Growers are glad to see plenty of shrimps in New Orleans the latter part of the week.

"Bunched vegetables such as beets, carrots, parsley, shallots and turnips are coming in from Louisiana farms. Until recently, these commodities were arriving from Colorado and California."

7b. A LATER REPORT ON NORTHWESTERN APPLES

In a review published early this week, J. D. Hamilton included the following additional comments on apples:-

"Extensive movement of 3rd grade, orchard-run, and faced and filled packs of northwestern apples is being maintained in the new open-side crates and lugs to western and midwestern markets. This package, selling freely around 35¢ per box for Jonathans, leaves a fair return to growers in excess of packaging costs. Sales of wrapped and packed apples slowed up a week ago, and have not recovered materially. Prices have apparently reached the irreducible minimum of packing and selling costs, with the exception of Delicious, which are moving at $1.10-1.15 for Extra Fancys, f.o.b. usual terms. Warm weather has delayed coloring of late varieties. At Walla Walla, Winesap harvest probably will be postponed for another week or two, until cooler weather has developed the desired Extra Fancy color."

8b. ADDITIONAL SUMMARIES ISSUED

The Washington office recently distributed the following summaries:-

"Marketing Western New York Apples, 1931-32 Season," by R. L. Sutton and A.L.Thomas.

"Marketing Michigan Apples, 1931 Season," by R. E. Keller.

9b. A VALUABLE REPORT ON CALIFORNIA GRAPES

A. E. Prugh wrote as follows from Fresno on Oct. 11:-

"Prices paid growers for Alicantes have advanced from $12.50 per ton to $15-16.50 during the past 10 days. Eastern auctions have been doing well on black grapes, as compared with last year.

"Muscat prices are low this season. The crop is fairly large and, after the failure of the organization of the raisin pool, the f.o.b. price dropped to $17.50-20, with some sales on open lugs even lower. Most of the recent movement has been on advances of $150 per car. other

"Thompson prices have held up better than any of the/table varieties, but auction averages the past two weeks have been about 50¢ per lug less than for the same time last year. Tokays have shown a greater decline of 65-85¢ per lug. Tokays from the Lodi district comprise the greater part of the table movement from northern California and, when shipments there were permitted to increase to 75 or 80 cars a day, the f.o.b. price was forced down to 40¢. Recently movement has been brought under control; prices have reacted to 50-55¢.

"The clearing-house report compiled by W. F. Cox shows carlot movement through California gateways by varieties to Oct. 9, compared with the same date last year, as follows:

	THOMPSONS	MALAGAS	TOKAYS	ALICANTES	ZINFANDELS	CARIGNANES	MUSCATS
1932:	3,314	1,151	2,306	3,759	3,419	1,018	3,102
1931:	2,981	2,648	2,902	3,745	2,787	1,650	2,008

"Shippers were surprised at the latest grape estimate, showing an increase over September 1 of 43,000 tons. It is presumed that most of the increase was in California. The hot spell during the middle of September was expected to cut the Alicante and Zinfandel output. Zinfandels, coming now mostly from the northern district, are cleaning up fast, so that scarcity and demand have forced up the f.o.b. price to $32.50-35 per ton.

"The railroads, after refusing the shippers' request for a cut in freight rates, changed the method of billing from actual to standard weights, which gives the shipper an opportunity of packing from 1 to 1½ tons per car on which freight is not paid. The new standard weights are as follows; No. 2 lugs unlidded 26 pounds, lidded 28; Sanger unlidded 27, lidded 29; Los Angeles unlidded 31, lidded 33.

"As the season stands now, California movement has been 22,421 cars to Oct. 9, compared with 24,700 to the same date last year, with a crop this year estimated 540,000 tons more."

10b. NOTES ON POTATOES IN VARIOUS DISTRICTS

Wisconsin: Most of the potatoes in this State are expected to be harvested by Oct. 20. Size is a little better than expected, but yields are light. Few fields probably will produce as many as 100 bushels per acre. Some early estimates predict a total movement for the season of 10,000 to 11,000 cars, or about 3,000 less than last year. - (A. M. McDowell)

Idaho: Prices have been advancing. Many stocks are going into storage and are expected to keep well this season. - (R. G. Risser)

Washington: From $6 to $8 per ton of sacked U.S. No. 1 Netted Gems is the cash price to growers in Washington. Demand from California is light. - (T. R. Hall)

B. C. BOREE,
Specialist in Market News

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
FRESNO, CALIF.* 319 Holland Bldg.	919	A. E. Prugh	Grapes	Aug. 2	Nov. 5
BENTON HARBOR, MICH.* 205 P.O. Bldg.	838	R. E. Keller	Apples	Aug. 22	Oct. 29
			Pears	Aug. 23	Oct. 15
			Peaches#	Aug. 26	Sept. 24#
			Grapes	Sept. 19	Oct. 29
			Onions	Oct. 3	Oct. 29
			Potatoes	Oct. 3	Oct. 29
ROCHESTER, N.Y.* 300 Terminal Bldg.	837	R. L. Sutton	Pears	Sept. 1	Oct. 29
			Onions	Sept. 1	Apr. 8
			Carrots	Sept. 1	May 20
			Cabbage	Sept. 1	Mar. 25
			Celery	Sept. 1	Jan. 14
			Apples	Sept. 8	May 20
			Peaches#	Sept. 12	Oct. 13#
			Grapes	Oct. 3	Nov. 5
			Potatoes	Oct. 10	May 20
MARTINSBURG, W. VA. Court House	835	R. M. Peterson	Apples	Sept. 12	Dec. 1
PRESQUE ISLE, MAINE* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 14	Apr. 29
WAUPACA, WIS.* Court House	894	A. M. McDowell	Potatoes	Sept. 15	Mar. 25
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 19	May 6
The following stations probably will open on dates indicated:					
GRAND RAPIDS, MICH.* 412 P.O. Bldg.	895	R. E. Keller	Apples	Oct. 31	Dec. 10
			Onions	Oct. 31	Apr. 1
			Potatoes	Oct. 31	May 20
WINTER HAVEN, FLA.* Dewitt-Taylor Bldg.	920	H. F. Willson	Citrus	Nov. 1	May 20
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus	Nov. 1	Apr. 1
			Vegetables	Dec. 7	June 1

* State cooperating #Reports discontinued.

W. D. Googe) on furlough
W. F. Willson)

J. B. Owens in Washington office.
W. D. Hull in Portland, Oregon.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

- REGULATORY ACTIVITIES -

1¢. ANOTHER CASE IN WHICH INSPECTION CERTIFICATES LARGELY INFLUENCED DECISION OF THE SECRETARY

The Secretary has ordered Sam Caplan and Sam Caplan & Co., Pittsburgh, Pa., to pay $141.64, plus interest, to the Alexander Marketing Co., San Benito, Texas, as a result of a complaint filed under the P.A.C. Act.

It was alleged that Caplan bought a car of Texas cabbage, in standard California lettuce crates, U.S. No. 1, good pack, good quality, f.o.b. shipping point. The car was inspected at shipping point and was also found to grade U.S. No. 1 upon arrival at Pittsburgh. The buyer asked for a reduction of 25¢ per crate, claiming that the crates were slack-pack and averaged between 11 and 12 pounds short in weight. The buyer's request for reduction in price was rejected and the car was diverted to Philadelphia and resold. The buyer claimed that he did not reject the shipment but simply asked for a reduction in price. The evidence showed that, when the buyer asked for an allowance, the seller replied that the cabbage averaged 81 pounds per crate at loading point and called attention to the fact that the shipping-point inspection certificate showed "tight-pack." The seller also stated that, if the cabbage was not accepted immediately, the car would be diverted. The broker then wired the shipper that, unless the allowance demanded was made, Caplan rejected the car. It has been held that, when goods have been delivered to the buyer, he must either accept or reject and has no right to qualify his acceptance or rejection by attaching conditions.

The Secretary, therefore, held that Caplan's first wire amounted to a positive rejection within the meaning of the Act, unless such rejection was justified because of slack-pack and underweight.

The cabbage was purchased at a stated amount per crate, the contract not calling for any specific minimum weight. The purchase was made on an f.o.b. basis and inspection at shipping point showed that the pack was "tight." The railroad's inspection at Pittsburgh showed it as "full." Respondent did not secure an appeal inspection to determine the accuracy of the shipping-point inspection, and his claim that the crates were slack-pack, based upon an examination of 5 crates, does not supply proof sufficiently convincing to overthrow the findings of the Federal and railroad inspectors.

The buyer contended further that the resale should have been made at Pittsburgh and that the shipper speculated on obtaining a better sale price by reshipment to Philadelphia. When a buyer refuses to accept a perishable agricultural commodity, the seller must make prompt resale because of possibility of rapid deterioration. Diversion to another market usually results in a greater deterioration, but it is generally recognized by the trade that it is difficult to realize a fair price on the resale of a rejected shipment on the same market. The Uniform Sales Act requires that, in reselling, the seller must exercise reasonable care and judgment in making a resale and, subject to this requirement, may make a resale by either public or private sale. The Secretary held that the records showed the seller had exercised due diligence and care in making resale of the cabbage and that he was entitled to reparation in the amount lost upon such sale,- $141.64 plus interest.

F. G. ROBB,
In Charge, Regulatory Branch.

- INSPECTION SERVICE -

1c. HOW TO DETERMINE THE PERCENTAGE OF TOMATOES WHICH ARE NOT FAIRLY UNIFORM IN SIZE, AS REQUIRED IN STANDARD PACKS

All standard packs in the U.S. Grades for Fresh Tomatoes require that the tomatoes shall be fairly uniform in size. Fairly uniform in size means that not more than 10% by count of the tomatoes in any layer may be more than one standard size larger or smaller than the standard size tomato for the count packed.

To determine the number of tomatoes which are not fairly uniform in size, the inspector must first ascertain the size of tomatoes considered fairly uniform in the layer in question. For example: In a layer packed 6 x 6, tomatoes of a size which will pack tightly in the layer 5 x 6 or 6 x 7 are considered fairly uniform in size.

The inspector should select a tomato of the standard size to pack tightly a layer 5 x 6 and also one which will pack tightly a layer 6 x 7 to determine the range allowed. In most cases he should be able to do this by observing tomatoes already packed, but in some cases it may be necessary to actually pack a row both ways of the lug to determine the size. Having selected the standard sizes, it is only necessary to score by comparison those tomatoes which are smaller than the one selected to pack tightly 6 x 7 and those which are larger than the one selected to pack tightly 5 x 6. Scoring by comparison is suggested because sizing by diameters does not always give a true picture of actual size. For example: A round tomato $2\frac{1}{2}$ inches in diameter may weigh as much and appear as large as a slightly elongated tomato $2\frac{3}{4}$ inches in diameter.

2c. CHANGE POTATO CIRCULAR IN SHIPPING-POINT HANDBOOK

In Par. 52 of the Potato Inspection Circular in the Shipping-Point Handbook, the sentence reading: "Furthermore, in U.S. No. 2 grade, there is no restriction on dirt, second growth, growth cracks and hollow heart," should be changed to read: "Furthermore, in U.S. No. 2 grade, there is no restriction on dirt."

Supervising Inspectors should see that this change is made in all copies of the Potato Circular.

3c. INSPECTION OFFICE AT BIRMINGHAM TO BE REOPENED

Plans are being made to reopen the inspection office at Birmingham, Ala. on Oct. 20. The address will be as before:- 44 Post Office Bldg., and Bolling Hall, formerly of the New York City staff, will be in charge. Mr. Hall has been on furlough in North Carolina and will proceed to Birmingham next Wednesday. This office should be added to all copies of the Inspection Station Address List.

- NO CHANGES have been made this week in list of Shipping-Point Offices. -

4c. APPLE INSPECTION WORK IN MAINE; AN UNUSUAL CROP OF BALDWINS

On his return from a recent supervisory trip to Maine, W. F. Plummer said that it looks as if there will be considerable apple inspection work in that State during the next month. He is impressed with the qualifications and generally high type of inspectors at shipping points. His letter continues:-

"The crop of apples in Maine is very heavy, and quality appears much better than in recent years. Many of the farmers with whom I talked are much interested in grading their fruit and asked all sorts of questions as to how best to do it.

"One place I was particularly interested in is a farm on a large hill, 5 or 6 miles from the main road. As we drove into the yard, there was not an apple three in sight; yet this farm produced about 1,400 barrels of the finest Baldwins I have seen in a long time. The proprietor said he grew them all in the cow pastures, sprayed them about 8 or 9 times and the cows kept the drops picked up and prevented any infestation like apple-maggot, which in this particular case seemed to work pretty well, as the inspectors told me that they had never found any maggots in that orchard."

Mr. Sherman adds that this practice has been discontinued in the Northwest because so many animals died of arsenical poisoning.

5c. CHECK LIST OF PRODUCTS CIRCULARS AND HANDBOOKS

Every inspector should be sure that he has the latest revisions of all Products Circulars and of the Handbooks, as follows:

Part I, Handbook for Terminal Markets, Apr. 15, 1932
Part II, " " " " Aug. 15, 1927
Shipping-Point Handbook, Part I, 74 paragraphs.
Shipping-Point Handbook, Part II, pars. 75 to 247.

Market Inspection				Shipping-Point	
Apples, bbls.	Aug. 15, 1932	Lettuce	Sept. 15, 1927	Apples, bbls.	Aug. 20, 1931
Apples, bxs.	Aug. 1, 1928	Onions, Berm.	" " 1927	Cabbage	Sept. 15, 1930
Asparagus	Apr. 1, 1930	Onions, Nor.	July 1, 1932	Peaches	July 6, 1929
Bananas	Nov. 15, 1927	Peaches	Nov. 1, 1927	Potatoes	Apr. 15, 1931
Beans	Aug. 15, 1932	Peanuts	June 15, 1932	Strawberries	Apr. 1, 1929
Cabbage	Aug. 25, 1932	Pecans	Dec. 15, 1930		
Cantaloupes	January, 1928	Pineapples	Sept. 15, 1927	For slight change to be made in Potato Circular, see Par. 2c in this D.L.	
Cauliflower	Sept. 15, 1927	Potatoes	Aug. 1, 1927		
Celery (12pp., 62 pars.)		Spinach	Apr. 30, 1931		
Cherries	Sept. 15, 1927	Strawberries	Nov., 1927		
Citrus	Dec. 1, 1931	Sweet Pot.	Oct. 1, 1930		
Grapes, W.	Sept. 10, 1927	Tomatoes	June 1, 1931		
Grapes, E.	Aug. 15, 1928	Watermelon	Dec. 20, 1927		
Honey	Oct. 15, 1932				
For slight changes to be made by local offices in most of the above circulars, see D.L. of Aug. 19, 1932, supplement.					

→ NOTE: Copies of the revised Honey Circular, dated Oct. 15, will be distributed in the near future.

6c. ADDITION TO LIST OF PAST-DUE ACCOUNTS

The following should be added to list of Past-Due Accounts:

G. R. Buckingham, Delano, Calif. $21.15

7c. SHORT GRADE FORMS FOR WASHINGTON APPLES

With this D. L., each inspector will receive a copy of the short grade forms for Washington apples.

R. C. BUTNER,
Specialist in Inspection.

OFFICE NOTES:

R. L. Spangler expects to proceed next week to potato-producing districts in Maine and other northern States to investigate potato grading. A revision of U.S. grades may be made by the autumn of 1933.

Herbert Graff recently spent a day at Baltimore, assisting S. F. Shreve in the inspection of a large quantity of apples for export.

W. H. Steinbauer has been in Baltimore and Annapolis this week, investigating cases under the P.A.C. Act. W. G. Lensen will assist at several hearings under the P.A.C. Act (see pages 591 and 592 of the last D.L.) and will investigate other cases in eastern States.

W. A. Hilgeson came to Washington yesterday to assist for a time with the work under the P.A.C. Act, the volume of which has been increasing.

E. P. Bostwick left Chicago on Tuesday for various points in the Middle West, to grade numerous lots of canned vegetables which the Reconstruction Finance Corporation is interested.

J. S. Bohannan, of the Solicitor's Office, is in Chicago to argue the Kraus-Apfelbaum (Fort Wayne, Ind.) excess-wool-profits case before the circuit court of appeals, in session this week.

H. F. Willson will return to duty next Thursday and will do some work for the licensing section en route from Missouri to Winter Haven, Fla.

The proper mail address of F. E. Bailey is now P.O. Box 78, Yakima, Wash. Please make note of this on the inspectors' address list.

CHANGE the residence address of J. G. Scott, under Philadelphia on the Market Station Address List, to 170 W. Baltimore Ave., Lansdowne, Pa., and his phone number to Madison 217-J.

NOTE the cold-storage report for apples on page 595 of this D.L.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 40 Oct. 21, 1932.

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication.

1a. INSTRUCTIONS ON THE GRADING OF CANNED PRODUCTS

This Division Letter contains a section "f," which is new. (See pages 614 and 615). It deals with various phases of the canned fruit and vegetable grading work. It is of importance and must be read by every technical man in the field force of the Division. The instructions in this section originate primarily with Paul M. Williams, in charge of this particular grading project. But since the instructions are for the guidance of both inspectors and market-news men, any of whom may be called upon to sample canned goods or to give information concerning this new service, and is therefore a general intradivisional matter, the section for the present will appear over my signature.

2a. DIVISION LETTER TO BE KEPT AS SMALL AS POSSIBLE

Every effort is being made to keep the Division Letter down to the smallest possible number of stencils. I am assisting personally in the condensation of almost every page. If we are publishing anything of a simply informative nature, which you do not think is useful, please ADVISE US. We have no choice, of course, in the matter of publishing instructions, official rulings, etc., with which it is the duty of the field forces to be familiar. It is our purpose not to issue a Division Letter, unless there is at least one item of such importance to at least one project that it would justify the issuance of a circular letter to the field force of that project if there were no Division Letter in which to publish it. When, however, we have even one such important item, we shall build around it a Division Letter composed of such timely information as seems to justify the expenditure of our time and stencils in its preparation and the time required of the field forces to read it. Help us to prune the Division Letter, that it may have the greatest possible value per page. THEN READ IT.

- WELLS A. SHERMAN

3a. "MARKETING FLORIDA TRUCK CROPS"

Employees who are in need of an excellent statistical bulletin relating to the Florida products can obtain from Neill Rhodes, Asst. Marketing Commissioner, or from R. H. vonGlahn, Federal Inspector, at the Florida State Marketing Bureau, Jacksonville, a copy of the recent 188-paged bulletin entitled: "Marketing Florida Truck Crops." This publication is replete with statistical tables and with graphs showing jobbing prices in city markets. Daily, monthly and seasonal shipments are shown; daily f.o.b. prices in season; daily market prices, and average jobbing prices over a period of years, usually from 1925 to 1931. Detailed data are given for 13 important truck crops and some information on 4 other crops. The bulletin was prepared by Neill Rhodes, of the Jacksonville office.

4a. P.A.C.A. DECISIONS TO BE PUBLISHED IN NEW FORM

With this D.L., all members of the technical staff of the F. & V. Division will receive copies of the first issue of a general circular containing summaries of decisions of the Secretary on complaints filed under the P.A.C. Act. This material is exactly the same as that which appeared for many months as part of the D.L. and which was published on Oct. 7 as a Supplement to the D.L.

The new circular is intended for general distribution, both within and outside of the Department. It is public material and is not confidential. Each office of the F. & V. Divison should keep a complete file of these new circulars for reference purposes. Every circular should be completely and carefully read by each member of the technical staff who desires to be informed on this important subject.

In the D.L. for Jan. 22, 1932, all employees were asked whether they found these summaries of decisions sufficient for all local needs or whether they felt it necessary to have copies of the complete decision of the Secretary in each case. More than 50 members of the staff at that time requested copies of the complete decisions. Experience of the past 9 months doubtless has shown each employee who made such a request whether he has actual need of the complete decisions of the Secretary, or whether these are simply placed in the files and never used.

In order to save paper, it has now been decided to supply each office with the summaries only, in the form of the circular or pamphlet which accompanies this issue of the D.L. Any employee who is particularly interested in having the complete report in any special case, can get a copy by writing to H. A. Spilman in the Washington office. The complete decisions hereafter will be sent only on request, because it is believed that, in general, the brief summaries will meet the needs of most of our employees.

5a. CHANGES IN LIST OF PUBLIC HEARINGS

The Department has announced a revised schedule of hearings to be held under the P.A.C. Act during the last week in October and the first two weeks of November. The schedule as announced on October 7 has had to be revised because a number of the cases listed for hearing have since been settled by the parties involved.

The changes relate to the hearings to be conducted by E. F. Mynatt, of the Solicitor's Office, and listed on pages 591 and 592 of the D.L. for Oct. 7. The following substitutions have been made:

Oct. 29 - Instead of the hearing in Boston in the case of F. M. Leonard Co. vs. J. M. McCauley, there has been substituted a hearing at Springfield, Mass., in the complaint of Walter Stallings, Humboldt, Tenn. vs. Kramer & Halpern, Holyoke, Mass.

Oct. 31 - Instead of only one hearing at Bangor, Maine, on this date as originally scheduled, there will also be a hearing at that place in the complaint of Baldwin-Doherty Co., Houlton, Maine vs. Bahrenburg Brokerage Co., New York City, which was originally scheduled for Nov. 10 in New York City.

Nov. 10 - The hearing to be held on this date in New York City will now be in the complaint of H.A. Spilman, Washington, D.C. vs. Murphy Fruit Co. of New York.

6a. TRY TO PLAN YOUR LEAVE OF ABSENCE WELL IN ADVANCE (Important)

Attention is called to divisional memorandum of August 6, 1932, quoting memorandum of August 2 from the Business Manager, which reads in part as follows:

> "As it will be necessary to notify the Payroll Clerk of excess absences over and above the one day in each pay period (plus any carryover of unused leave accrued from the preceding months) by not later than the 10th and 25th of each month, persons contemplating applying for leave after those dates should have their leave-slips approved far enough in advance to insure proper notification to the Payroll Clerk."

In connection with the October 1 and October 15 pay days, it was necessary, on account of the submission of leave-slips by employees after the 10th and the 25th, to send to the Payroll Clerk several belated notifications of changes in the payroll. These belated notifications involved changes in the payroll of at least once and in some instances several times for the same employee, thus complicating and increasing the work of the accounting and disbursing offices.

It is possible that none of the absences from duty, which necessitated the late leave-slips and the changes mentioned, could have been foreseen. But the cooperation of each employee of the Fruit and Vegetable Division in this respect will be greatly appreciated by the accounting and disbursing offices, and criticism of this Division for not seeming to be endeavoring to comply with the request of the Business Manager will be avoided.

- WELLS A. SHERMAN

7a. MORE THAN 1,000,000 BOXES OF FLORIDA GRAPEFRUIT TO BE INSPECTED

In a recent letter from Orlando, O. G. Strauss, Supervising Inspector, said that he already has more than a million boxes of Florida grapefruit lined up for inspection this season. Another prospective contract, which was to be decided by Tuesday, would add 500,000 boxes at one packing house, if the shippers accept the inspection service. These figures are of special interest in connection with the estimate of the entire commercial grapefruit crop in Florida, which indicates 6,700,000 boxes for this season.

MARKET NEWS SERVICE

1b. MAINE GROWERS GET BETTER PRICES FOR POTATOES

Below are parts of a letter of Oct. 15 from V. H. Nicholson:-

"The Maine potato market has shown some strength during the past week. Yesterday (Oct. 14), the street price advanced to 50-60¢ per barrel, with some stock selling as high as 65¢.

"This advance apparently has been caused by the difficulty of some shippers and speculators in filling their storage space. A few men had rented storage space, with the hope of filling it at low prices about the end of the digging season. As the crop has been a little shorter than most of them expected, they have been forced to pay higher prices in order to obtain the potatoes. But it is impossible to pay 60¢ per barrel for potatoes; sack, load and sell them for 45-50¢ per cwt., as the spread will not permit the shipper to meet all charges. Most growers have finished digging."

2b. POTATO SITUATION IN MINNESOTA AND THE DAKOTAS

The following came from L. C. Tate, at Minneapolis, on Oct. 13:-

"The potato harvest is now at its height in Minnesota, North Dakota and South Dakota, with yields generally disappointing. The local sandland territory is practically through digging and farmers have made temporary disposition of their crop by pitting their surplus. In the Red River Valley, field-pitting is extensive, with much of the stocks only superficially covered. Recent low temperatures have done some damage to potatoes in pits out there. This, added to the touch of field-freezing which late last week nipped the undug potatoes lying closest to the surface, has accounted for a firmer market during the past 3 or 4 days. Prices have advanced 5-10¢ per cwt. f.o.b. Minnesota shipping points, due to the fact that dealers have greatly restricted their loadings direct from the fields since the freeze. Damage reports are numerous, some saying probably 5% of the undug crop was lost and others claiming the damage was severe.

"South Dakota has enjoyed a fine demand for Early Ohios during this period, that territory having escaped the low temperatures and the trade preferring to handle that stock rather than Red River Valley potatoes.

"Several Twin City warehouses are advancing freight costs to farmers and shippers of Red River Valley potatoes; so it appears there will be quite a large reserve supply held at this market this winter.

"Squash is being loaded daily in the Twin Cities for eastern shipment. Prices to growers are around $5-$6 a ton. Onions have held a fairly good demand for the past 3 weeks, with prices fluctuating between 35¢ and 50¢ f.o.b. Hollandale per 50-pound bag of Yellow Globes. Local apples are cleaning up and a good demand exists for inbound northwestern boxed packs."

Shipments of 37 fruits and vegetables last week reached a high mark of about 24,200 cars, or only 2,000 less than movement of a year ago. Apples totaled 6,310 cars, grapes 6,150, potatoes 4,110 and cabbage 1,200 cars.

3b. INTERESTING POTATO SITUATION IN IDAHO

R. G. Risser wrote as follows on Oct. 15:-

"Local differences have developed this season in Idaho potato districts. In the Upper Valley, which has Idaho Falls as its commercial center, yields were light and tubers are generally small to medium. Maturity was early and digging is about completed. The section around Twin Falls and Buhl in southern Idaho reports heavy yields and large sizes. Maturity is later there because of the lower altitude and longer growing season, and digging is just getting started, with very little stock put in storage to date. The conditions around Burley and Rupert are intermediate between those at Idaho Falls and at Twin Falls. Over half of the Idaho movement is now originating in the southern part of the State, and it is expected to supply a liberal portion of shipments at least until digging is completed.

"In spite of the extremely low prices paid for potatoes this season and the general disposition to hold them for later sale, growers are contriving to get their crops dug. This is being done with a minimum of cash outlay, a maximum of hard work on the part of the producer and his family, and no little resourcefulness. Wages are lower and, in some instances, local help has been induced to work and await payment until a later date. In at least one county, schools were closed for two weeks to permit the children to help. In one district a new selling practice has been initiated: growers dig the potatoes and sell them on top of the ground. Dealers not only furnish the sacks but also supply the labor to pick up the potatoes, grade, sack, haul, and load them into cars. The producer is receiving 15¢ per cwt. for U.S. No. 1 Russets on this basis. He accepts this low price because he is unable to finance the labor himself and store for later sale."

4b. BRIEF NOTES ON WESTERN NEW YORK CROPS

R. L. Sutton included the following in a letter dated Oct. 18:-

"Export demand for New York apples has been fairly well maintained, but outlets for domestic trade have been scarce. Quite a number of cars are moving to cider plants, and the into-storage movement continues active. Some bulk shipments of Baldwins have been made, mostly at 85¢ per cwt. Quotations on carlots of U.S. No. 1 Baldwins, 2½-inch minimum, being sent out by brokers and shippers range 90¢-$1 for bushel packages.

"The market situation for Bartlett pears has shown a slightly weaker tendency. This condition is probably brought about to some extent by the ripening of stock in storage.

"The grape harvest is in full progress and truck movement is very active. Height of the movement in the Finger-Lakes district will be reached this week. Juice plants in the Chautauqua-Erie district are very active.

"Cabbage market is dull. Shipments are numerous, but buying at shipping point is limited. Reports indicate cash prices to growers mostly around $4 per ton for Danish. A wide range exists in growers' prices for domestic-type, fluctuating from $1.50 to $4, depending on the size and condition of the stock.

"The potato market has held about steady. The growers' price is now being established generally at 25¢ bulk per bushel, but it is understood that farmers are reluctant to offer freely at this price."

5b. CODE ADDITION, EFFECTIVE OCT. 27

On the "C" (Receipts and Supplies) page of the code, add the following:

OY including truck receipts.

6b. SOME RECENT CODE CHANGES

To be effective Wednesday, Oct. 12, the following changes were wired some time ago to all offices on the leased-wire circuits.

Supplementing Item 3b in D.L. of Oct. 7, make the following changes on the "MI-MY" (American Grapes) page of the code:-

In terms MYF, MYG, MYJ and MYK delete "New York" and add "table stock" to read:

MYF 2-quart Climax baskets, U.S. No. 1 table stock, etc.

In terms MYQ, MYT and MYV delete "Concords" and add "juice stock" to read:

MYQ 2-quart Climax baskets, U.S. No. 1 juice stock, etc.

Delete entirely the terms MYL, MYM and MYN.

7b. FRUIT AND VEGETABLE NEWS FROM BENTON HARBOR

R. E. Keller recently sent the following report on Michigan crops:-

"Demand for grapes has been very poor, except on the days when rainy weather curtailed supplies. In fact, shippers are now of the opinion that, unless some frost damage occurs to limit supplies, about 10% of the remaining crop will be left unharvested. Through October 14, Michigan's grape movement totaled 615 cars by boat and rail, and 2,186 carloads by truck over the Benton Harbor Cash Market.

"Demand and trading on apples continues moderate, with prices firm. The fall varieties arecleaning up in good shape, and harvesting is now starting on Baldwins and Northern Spys. Some loss of the Baldwins was reported from recent winds.

"Michigan onion movement is moderate, with demand very slow and the market dull and weak. Little stock is being sold for speculation. Buyers are paying 25-30¢ per cwt. for U.S. No. 1 onions, mostly for immediate orders. However, farmers are storing most of their stock. Both permanent and temporary storages are being rapidly filled.

"The recent cold wave sweeping over the Middle West threw a scare into Michigan's potato deal. Snow was reported Monday night (Oct. 10) over the major portion of the potato acreage in northern Michigan, and light freezing weather has occurred during the week. However, no field frost damage has been reported. A large portion of the crop is still unharvested, and a hard frost would cause serious damage. The market situation remains in the same low channels. Dealers are paying farmers 25-30¢ per cwt. for U.S. No. 1 stock."

8b. COSTS OF CALIFORNIA ORANGES

With a comparatively heavy yield of oranges in California last year, the costs per box were somewhat lower than usual. Cultural costs per packed box were estimated at $1.81; handling costs, including picking, hauling and packing, at 73¢; selling and advertising 13¢, or a total f.o.b. cost of about $2.67 a box.

9b. A GOOD REPORT ON IDAHO AND MONTANA CROPS

L. G. Schultz, of the Boise inspection office, wrote as follows on Oct. 14:-

"Upon return from my Montana trip, I find that the Idaho prune shipping season is over and that the shipments of lettuce and celery are at their peak. I visited the Caldwell and Nampa section yesterday and found some very fine celery, as well as lettuce of No. 1 quality and better. Weather conditions will determine the length of the shipping season of these commodities, as a heavy freeze would put a stop to practically all shipments. The weather so far has been ideal for the development of both products.

Apple shipments are slowing down somewhat, many going into storage. The Jonathan crop was considerably shorter than last year. Many growers feel that the market may improve after the first of the year. We are finding considerable difficulty with grading, on account of the high percentage of worms in many sections. In other respects the crop is of very good quality, being generally well-colored and of fairly good size.

"Potato shipments have picked up during the last few days, due to the 10¢ rise in the market, but where growers are able to do so in the later sections of the State they are putting the majority of their crop in storage.

I found conditions in Montana very similar to those in Idaho, especially in the Bitter Root Valley, where they have a McIntosh crop of very high quality. They had very little hail this year and practically no scab, which is very unusual. The price, however, is very discouraging. In most cases they are receiving an advance of 40-45¢ per packed box of wrapped Extra Fancy and Fancy grades. This will leave them very little money after harvesting and other operating expenses are paid.

"In the potato districts of Montana, I found a crop of fairly good quality, although in some instances it was not up to normal on account of a shortage of water. Shipments from that State, however, will probably be very light, except from the seed-producing districts of the Milk River section, where they have a normal crop of Bliss Triumphs."

10b. RECENT NEWS ON COLORADO ONIONS AND POTATOES

Bryce Morris wrote as follows from Denver on Oct. 15:-

"Onion shipments have continued light in Colorado, on account of the slow demand and low prices. The Arkansas Valley has originated more than 3/4 of the total movement to date.

"All of this week has been ideal harvesting weather, with temperatures above normal. Reports indicate that there is a considerable tonnage of potatoes still to be dug in the San Luis Valley, as well as on the Western Slope and in northern Colorado. If prices permit, the northern Colorado section probably will ship 2,500 cars this season, according to latest information."

B. C. BOREE,
Specialist in Market News

INSPECTION SERVICE

1c. SANITARY CERTIFICATES REQUIRED ON APPLES FOR SHIPMENT TO ARGENTINA

Heretofore, sanitary certificates required on apples under the Argentine Decree have been issued by the Bureau of Plant Quarantine at port of export. Arrangements have been completed whereby these certificates will be issued on the basis of inspections made at shipping points by Federal-State inspectors, who will issue memorandum certificates showing freedom from Bitter Rot, Blotch, Lesser Apple Worm and Apple Maggot, which will be attached to the regular certificate, and this memorandum may be exchanged at port of export for the Plant Quarantine certificate for a fee of $1. Shipments which are entitled to receive such certificates at the port of export must be accompanied by the Export Form Certificate, with a memorandum certificate attached showing that the fruit in question has received the required examination.

The certificate to the Bureau of Plant Quarantine will read as follows; "This is to certify that at least two per cent (2%) of the apples in car No.___ were inspected at _____ on _____ 19___ and were found to be apparently free from injurious insects and diseases, especially those enumerated in Article 4 of the Argentine Decree of March 9, 1931, including Bitter Rot, Blotch, Lesser Apple Worm and Apple Maggot." The above follows the general form of the memorandum issued for certification of shipments to France. This memorandum should not be issued, if any of the foregoing insects or diseases are found.

In making the detailed inspection required by the Bureau of Plant Quarantine, the shipping-point supervisor must emphasize to all inspectors, certifying to the Bureau apples which should receive the sanitary certificate at the port of export, that at least 2% of the fruit in each shipment concerned must be examined. The samples examined must be representative of the car and should be selected by the certifying inspector so as to include different growers' brands, lots or grades. No tolerance should be allowed for the insects and diseases enumerated in the Argentine Decree, and the fruit examined must be absolutely free from the insects and diseases before the memorandum to the Bureau of Plant Quarantine can be issued. The same rules regarding the quantity of fruit examined, which govern the inspection and certification of apples and pears for shipment to France, govern the inspection and certification of apples for shipment to Argentina. (See D.L. for July 1, 1932)

The Argentine Decree of March 9, 1931, provides that, in the event any of the foregoing parasites are found in a shipment, the entire consignment will be incinerated without right of indemnity and the cost of transportation to the incinerator shall be borne by the importer. Inspectors, therefore, must be very careful and thorough in their work, bearing in mind that the memorandum certificate cannot be issued when any of the insects and diseases are present. Furthermore, all lots must deserve the Export Form Certificate before inspection can be made for the insects and diseases enumerated in the Argentine Decree.

A supply of memorandum certificates will be available for distribution

within a few days. In the meantime, shipping-point supervisors having need for the certificate required by the Bureau of Plant Quarantine may type the certifying statement on a Department letterhead. Four copies will be printed to each original.

2c. SIZE MUST BE DETERMINED BY MEASUREMENT AND BE REPORTED CORRECTLY

A great many recent certificates on apples report size in a statement similar to the following: "2-1/4 to 2-5/8, mostly 2-3/8 to 2-1/2 inches in diameter." Such a statement means that there were no apples smaller than 2-1/4 inches in diameter. However, reinspection of a car, on which the foregoing statement was made, showed approximately 6% of the apples less than 2-1/4 inches in diamter and the shipping-point certificate was reversed as to size. This was a car of jumble-pack boxed apples.

Shipping-point inspectors should never take it for granted that there are no apples below the minimum size marked on the container and should always test the size of the fruit by actual measurement. Sizing machines do not always function properly, and the only way size can be determined accurately is by the use of gauges with which all inspectors have been supplied. Inspection should be made in every case to see whether any of the apples are smaller than the specified minimum size. In the foregoing case, it may have been the intention of the inspector to report size: "Generally 2-1/4 to 2-5/8, mostly 2-3/8 to 2-1/2 inches in diameter." When the term "generally" is used in reporting size, it will be interpreted to mean 95% and that the undersized stock does not exceed the 5% tolerance. The statement "conforms to marks," which is being used for reporting size of barreled apples, is very appropriate and the use of the term "generally" should be restricted to cases where the minimum size is not marked on the containers. There are cases when the exact percentage of undersized stock should be reported even though it is within the tolerance, and this must always be done at the request of the applicant.

Shipping-point supervisors should bring this matter to the immediate attention of all inspectors working under their direction and insist that these instructions be complied with.

3c. A SPECIAL TOLERANCE FOR DECAY IN SOME OF THE GRADES

Attention is called to the fact that some of the U.S. standards for fruits and vegetables which have recently been promulgated provide a special tolerance for decay en route or at destination. At present, the list includes standards for citrus fruits, except those for California and Arizona; tomatoes and bunched carrots. Others may be added to this list, and it is up to each inspector to note carefully the grade specifications before making an inspection and preparing the certificate.

In the case of a car of tomatoes arriving at destination with 10% of grade defects and any amount of decay up to 5%, the proper grade statement would be: "Lot grades U.S. No. 1." On the other hand, if the decay amounted to more than 5%, the following grade statement would be correct: "Stock now fails to grade U.S. No. 1 only on account of decay."

Special attention is called to the fact that the tolerance for decay en route or at destination is in addition to the tolerance for other grade defects. While there is a tolerance of 5% for decay in tomatoes at destination, in the case of bunched carrots and citrus fruits this tolerance is only 3%.

RECEIVING-POINT INSPECTIONS DURING SEPTEMBER, 1932

Markets	Total Inspections	Inspections Same Month 1931	Inspections for Carriers	Declined for Lack of Time	Total Fees
Atlanta	24	42	2	0	$ 99.00
Baltimore	31	33	0	0	122.50
Boston	74	100	27	0	964.60
Buffalo	6	5	3	0	23.76
Chicago	79	113	4	0	331.24
Cincinnati	17	63	3	0	69.36
Cleveland	17	51	0	0	130.10
Columbus	11	18	0	0	87.76
Dallas	2	6	0	0	8.00
Denver	24	31	1	0	96.40
Des Moines	4	7	0	0	16.00
Detroit	26	68	4	0	95.50
Fargo	3	4	0	0	12.00
Fort Worth	14	18	0	0	53.00
Harrisburg	8	3	0	0	32.00
Hartford	27	-	4	0	125.29
Houston	56	34	2	0	243.85
Indianapolis	13	19	4	0	59.54
Jacksonville	25	6	0	0	124.73
Kansas City	49	23	22	1	196.50
Los Angeles	7	19	5	0	25.00
Louisville	17	6	0	0	73.85
Memphis	27	31	15	0	104.00
Milwaukee	89	76	6	0	424.72
Minneapolis	18	18	0	0	64.00
Newark	43	53	1	0	162.90
New Haven	14	65	0	0	59.45
New Orleans	97	121	19	0	182.00
New York	299	742	49	0	4,189.16
Norfolk	7	3	3	0	28.50
Omaha	11	12	2	0	41.00
Philadelphia	114	131	4	0	379.67
Pittsburgh	95	138	24	1	368.22
Portland	5	3	0	0	23.00
Providence	18	10	0	0	79.80
Rochester	8	7	0	0	39.70
Sacramento	0	1	0	0	.00
St. Louis	54	66	4	0	197.50
Salt Lake City	4	7	0	0	16.00
San Diego	1	1	0	0	1.50
San Francisco	15	6	2	0	177.60
San Juan	0	8	0	0	.00
Scranton	5	12	0	0	17.00
Seattle	2	0	0	0	49.37
Springfield	21	41	0	0	131.64
Trenton	0	2	0	0	.00
Tulsa	1	9	0	0	13.10
Washington	25	25	6	0	237.82
Wilkes-Barre	4	10	0	0	14.00
TOTAL	1,511	2,267	210	2	$9,996.63

INSPECTIONS FOR THE NAVY AND MARINE CORPS DURING SEPTEMBER, 1932

ALL FIGURES IN THESE COLUMNS REPRESENT POUNDS

Symbols:- N - NAVY M - MARINE CORPS	Fruits and Vegetables PASSED		Fruits and Vegetables REJECTED		TOTAL QUANTITY INSPECTED		"Cuts" made to comply with specifications		Items Billed Short-weight	
STATIONS	N	M	N	M	N	M	N	M	N	M
Great Lakes	185115	0	3100	0	188215	0	0	0	0	0
New York	130819	63186	14286	3650	145105	66836	100	268	0	0
Norfolk	132547	0	0	0	132547	0	0	0	0	0
Philadelphia	183878	22424	1521	5	185399	22429	943	39	0	0
San Diego	1190402	45316	41226	1854	1231628	47170	23241	894	0	0
San Francisco	413015	60480	24380	2600	437395	63080	1500	0	0	0
Vallejo	357091	17633	53351	1090	410442	18723	124	10	0	0
Washington	34218	0	425	0	34643	0	0	0	0	0
TOTALS	2627085	209039	138289	9199	2765374	218238	25908	1211	0	0
INSPECTIONS MADE FOR THE U. S. SHIPPING BOARD										
New York	5509		1500		7009		0		0	
Norfolk	2993		0		2993		0		0	
TOTALS	8502		1500		10002		0		0	
INSPECTIONS MADE FOR THE U. S. VETERANS' HOSPITAL										
Chicago	103310		48950		152160		0		0	
Great Lakes	68735		40200		109935		0		0	
Kansas City	16135		600		16735		0		0	
Milwaukee	166045		12350		178395		0		0	
New York	169179		16403		185582		0		0	
Philadelphia	30076		2165		32241		0		0	
St. Louis	36363		2895		39258		0		0	
TOTALS	589843		123563		714306		0		0	

The New York office also inspected the following:	Fruits	Vegetables	Rejection
Munson S. S. Line.	13631	59636	610
Dollar S. S. Line.	8317	16024	340
French Line.	102643	58867	1622
American France Line	2305	10028	2236
Columbia S. S. Line.	2111	6194	100
American Diamond Line.	2884	9995	2635
TOTALS	131891	160744	7593

The Great Lakes office also inspected and passed 8,400 dozen eggs, 5,001 lbs. butter and 418 lbs. cheese for the Navy. The Vallejo office, inspected 39,750 lbs. bread and 86 lbs. rolls for the Navy. The New York office also inspected for the U.S. Dept. of Justice (Federal Jail) 3,651 lbs. fruits and vegetables.

Note: No report received from the San Pedro office.

SEE other inspection items on page 615.

CANNED FRUIT AND VEGETABLE GRADING SERVICE

1f. DRAWING OF CANNED FRUIT AND VEGETABLE SAMPLES BY FOOD PRODUCTS INSPECTORS

Requests for grading of canned fruits and vegetables at points not authorized to make such inspections are frequently received in Washington. In some instances, owing to the non-perishable character of the commodities, it is not necessary to draw samples immediately upon receipt of advice from Washington. Occasionally, however, (as was the case recently) it is quite essential for samples to be drawn and forwarded at the earliest possible moment. This is particularly true at ports where goods may be awaiting shipment by boat. When requests to draw samples are received, it is assumed that the inspector will consider the advice in the light of a request for inspection and furnish the service in its order. If for any reason samples cannot be drawn the day the request is received, please wire Washington explaining why samples cannot be drawn, in order that other steps may be taken to serve the applicant requesting the grading. A large amount of fees was lost recently, because of the apparent inability of one of the offices to draw samples promptly.

2f. U. S. GRADES ON LABELS OF CANNED FRUITS OR VEGETABLES.

As our field offices may be requested to furnish information on this subject, this statement may be of interest: It is the policy of the Department to deny the use of the prefix "U.S." in grade statements on cans, unless the goods so labeled have been produced in a plant under the observation of a grader of this Bureau and have subsequently been graded by a representative of the Bureau. However, the Department urges the desirability of the use of terms "Grade A," "Grade B," "Grade C," etc., whether or not the product has been graded by the Bureau. The canner assumes full responsibility for the grade statements which appear on his products. The use of the grading service, however, to assure the canner that his products are in conformity with the grade requirements of the Bureau, will doubtless be helpful. Canners who may inquire with respect to the cost of services of graders to be assigned to their factories should be referred to Washington. The first canner to apply for such service was the G. L. Webster Company of Cheriton, Va., which plans to label a limited quantity of canned Lima beans "U.S. Grade A," as an experiment.

3f. GRADES AVAILABLE

Grades are now available for the following items in canned fruits and vegetables:

Apple sauce	Lima beans	Snap beans
Cream style corn	Mushrooms	Spinach
Whole-grain style corn	Peas	Tomatoes
Grapefruit	Pumpkin & squash	Tomato pulp
	Sauerkraut	

Offices not having a full set of these grades should request them immediately.

4f. VERIFICATION OF CANNED FRUIT AND VEGETABLE GRADES BY WASHINGTON

Questions arise occasionally in some of the offices now equipped to grade canned fruits and vegetables, on which the opinion of the Washington office is advisable before issuance of the certificate. If for any reason such questions arise, one or two cans from the sample should be submitted by mail, together with the grader's scoresheets, - special delivery if necessary, - in order that the Washington office may give the grader the benefit of such suggestions as seem appropriate. Washington will give such requests prompt attention upon receipt of the sample, and will make telegraphic reply if requested by the originating office, in order that as little delay as possible may be occasioned in the issuance of the certificate.

5f. PUBLIC WAREHOUSEMEN AND BANKERS FREQUENTLY ARE APPLICANTS FOR GRADING SERVICE

Inspection offices, in bringing the attention of the canned fruit and vegetable grading service to the trade, should not overlook the possibility of developing business with public warehousemen and financial institutions. Probably the largest volume of business at present is coming from organizations financing canners. It is suggested that, as inspectors have time, they call on banks in the cities in which they are located, particularly in cities close to important canning areas, to acquaint them with this service. It is the policy of the Bureau to train inspectors at points where sufficient volume of canned fruit and vegetable grading is in sight.

- WELLS A. SHERMAN

4c. SPECIAL INSPECTIONS IN CLEVELAND AND BOSTON DURING SEPTEMBER

The following inspections were made during September under agreement with the Northern Ohio Food Terminal at Cleveland:

Total	858
Nickel Plate	670
Erie	11
B. and O.	16
Pennsylvania	92
Kroger's	49

The following inspections were made during September for various city institutions in Boston under special agreement:

Passed	290,650 lbs.
Rejected	11,620 lbs.
Total	302,270 lbs.

5c. ENCLOSURES FOR INSPECTORS

With this D.L., each inspector will receive a copy of the revised U.S. Standards for Unshelled Pecans. Also a copy of the revised Products Circular on Honey, to be made a part of the Receiving-Point Inspection Handbook. The honey inspection circular has 32 pages or 16 sheets of paper. PLEASE NOTE that Part II on Comb Honey, beginning page 22, will not become effective until the revised grades are issued this winter.

6c. ADDITION TO LIST OF PAST-DUE ACCOUNTS

The following should be added to list of Past-Due Accounts:

H. H. Ruehmann, Wamego, Kans. $12.00

- R. C. BUTLER, Specialist in Inspection

NOTE Item 7a on page 605 and Item 9b on page 609.

OFFICE NOTES:

Paul M. Williams left on Wednesday for points in Ohio and Michigan to supervise the grading of goods in which the Reconstruction Finance Corporation is interested and to locate suitable canned cherries for the Veterans' Administration. He may be absent for 10 days.

Unfavorable weather delayed the ripening of late Lima beans on the Eastern Shore of Virginia and Loyde M. Billman has returned to Washington until the G. L. Webster Co. is ready to resume canning "U.S. Grade A" Lima beans under official supervision.

Wm. E. Lewis left Washington on Monday for a week or more in the central States, to investigate the application of the U.S. standards for cabbage for kraut manufacture.

J. W. Dykes leaves on Sunday for 2 or 3 weeks in the southern States, investigating cases under the Produce Agency Act.

CHANGE residence addresses to the following on the Inspectors' Address List: Wm. E. Phillips, 56 Templeton St., West Haven; no phone, - this change to be made under New Haven. Under Denver, N. D. Sanborn, 3055 Albion St.; phone York 3573-M.

On Market Station Address List, New York City, E. R. Biddle, 911 Berckman St., Plainfield, N. J.; phone Plainfield 6-2161-W. S. W. Russell, 12 Riverdale Parkway, Riverdale, N. J.

SPRINGFIELD, MASS., office of the Inspection Service will be moved on Wednesday, Oct. 26, to Room 426, New Post Office Building, corner of Dwight and Lyman Streets; phone Springfield 7-2621, Ext. 27. Please make this change on all copies of the Inspection Station Address List.

Belle Glade, Florida, field station of the Market News Service probably will be opened on November 7 for the issuance of reports on snap beans. J. B. Owens will be in charge.

EXPRESS YOURSELF: In Item 2a on the first page of this D.L., Mr. Sherman invites an expression of opinion from men at branch offices and field stations. If you feel that the Division Letter still contains items or news which could well be omitted, please say so. Your ideas will be appreciated.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 41 Oct. 28, 1932.

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication.

1a. FIELD AND MARKET LETTERS STILL DESIRED

Lest the field force misunderstand our recent reference to the necessity of keeping the Division Letter as short as possible, it is again emphasized that all field men should continue to submit periodical letters, as frequently as local news developments warrant. In most cases, these letters from temporary stations should be weekly. City offices, - especially those located in or near important producing sections, - should also submit timely reports of developments in their respective markets.

Supervising inspectors often are able to send as valuable news of crop movement and trade sentiment as can any market-news man, and such letters are most welcome. Those occasionally sent by L. G. Schultz, of Idaho, are excellent examples.

Important use of these letters is made by G. B. Fiske, who furnishes the press with numerous regional market reviews adapted to particular sections of the country. Carbon copies enclosed with all such letters go promptly to him and are most helpful. Please always submit a carbon copy, marked for G. B. Fiske, with each letter. Such parts of these letters as are of value to our entire staff will be published in the D.L. Keep the news coming into the Washington office regularly, for the benefit of everybody.

- WELLS A. SHERMAN

2a. LETTERS OF AUTHORIZATION.

In future, each man who travels is admonished to check over each letter of authorization received, to see whether it fails to cover any travel which he expects to perform or any expense for which he expects to claim reimbursement. If found not to be in accord with his understanding of the travel to be performed and the reimbursement to be allowed, he should advise the Washington office at once, in order that steps toward correction may be taken immediately.

3a. NEBRASKA PLANS ALLOWANCE OF 8¢ PER DAY FOR FOOD

An A. P. dispatch today from Greeley, Nebr., says: "Eight cents a day will feed the needy in Greeley County this winter. The County Commissioners, distributing food under the Army ration plan, have totaled the weekly allowance for an individual at 56 cents. It includes:

1 lb. sugar 5¢	1 lb. rice 4¢	½ lb. lard 7¢
1 lb. bacon 10¢	¼ lb. coffee 6¢	1 can milk 7¢
1 lb. beans 4¢	3 lbs. potatoes 2¢	½ oz. tea 6¢"
	1 bar soap 5¢	

4a. SOME FINE AMERICAN APPLES ARRIVING IN BRITISH MARKETS

The following passages from a letter of Oct. 1 by F. A. Motz, of the London office, show the impression made by early arrivals of American apples in England this season. Some later shipments have not been quite equal to these in quality:-

"There is an active demand for colored apples and, in this respect, the offerings of barreled apples from the eastern States leave little to be desired. These apples, regardless of their unusually fine quality, have moved at lower price-levels in sympathy with the total arrivals, many of which are of questionable quality and condition. ***

"The quality, appearance and condition, and general outturn of American apples has, on the whole, been most refreshing. It is a genuine pleasure not only to see the fruit, but to have buyers call you over and comment on the fine quality of the fruit. I have seen many barrels of Jonathans, King Davids, Wealthys, Grimes, etc., this season that were worthy of a blue ribbon. Judging by what has occurred in past seasons, it makes one wonder how this marked improvement could have taken place. Complaints are few and far between, and those which have come in have been, with one or two exceptions, based on condition rather than grade or pack.***

"Some beautiful parcels of Grimes Golden have been offered. The high merits of this variety, however, are not sufficiently appreciated in England. Its popularity, no doubt, is increasing, but buyers and the public generally have not taken on to it as they should. In Liverpool and the North, it is becoming better known, but future education is still required on the London and South of England markets.

"A very small parcel of Golden Delicious was offered in London this week. Buyers were interested and sampled the sample packages freely. The Golden Delicious should gain in favor as the quantity increases, since it resembles the Ortley, which is a popular variety."

5a. PAPAYAS BEING RECEIVED FROM SOUTHERN TEXAS

John W. Coleman sent the following from New Orleans on Oct. 25:-

"We have added a new commodity to our daily market report. Last week New Orleans received several crates of Texas papayas, which were wrapped in cellophane and packed three to a crate. These sold at $2 per crate.

"The papaya may be described as a cantaloupe that grows on a tree. It is a melon-like fruit, that grows on a tall plant which is not a tree in the true sense of the word, although the plant attains a height of 15 to 20 feet. The fruit is tropical but has been introduced to America during rather recent years. Growers in Texas firmly believe the papaya will be as common on northern markets in a few years as the banana now is.

"The papaya can be eaten as a breakfast food. Lemon juice or lime juice gives it a better taste. It can be combined with other fruits and vegetables as a salad and served with mayonnaise or French dressing.

"It is claimed that the papaya has a health quality not possessed by any other fruit. The fresh fruit contains an enzyme or ferment, that behaves in the human stomach as does the natural animal pepsin. This quality makes the fruit an aid in all forms of indigestion and dyspepsia."

Editor's note:- It is probable, according to B.P.I. specialists, that the enzyme, mentioned by Mr. Coleman, is more particularly found in the milky fluid which exudes from the cutting of the rind of the green but fully-sized fruit.

INSPECTION SERVICE

1c. A GOOD REPORT ON NEW YORK GRAPE INSPECTIONS

In a letter of Oct. 26 from Brocton, N. Y., mention was made by J. A. Marks that grape inspections in the Chautauqua-Erie belt through Oct. 22 totaled 1,109 cars on the New York side and 324 on the Pennsylvania side of the State line, with an additional 65 cars the next two days. Practically all of the rail shipments have been inspected. Less than 10% of the total covered truck shipments. Perhaps one-third of the entire crop remains to be picked. Movement may continue for at least two more weeks.

The cash price to growers had been around $16-$18 per ton of Concords but recently dropped to a level of $12-$14. Mr. Marks continued as follows:- "Many growers figure that at present prices there is little inducement to pick their crop. Cost of the baskets varies from $5 to $5.50 per ton, and picking and hauling brings up the cost to around $8.50. The average yield this season is probably very little over 2 tons per acre, so that it is going to be a disappointing season.

"Quality is better than we expected, though it varies considerably at different stations and in different vineyards. From the eastern part of the belt the quality is as good as we have had any season; both in the center and on the western end the dry weather has cut down the size of bunches and berries. Some vineyards also are showing considerable berry-moth injury. There has been less cracking and splitting of grapes than usual and the pack, as a whole, has been the best we have had. The quality in general is quite good, but we do have more lots that are near the lower limit for No. 1 Juice requirements and that will doubtless be disappointing to the trade, particularly where they have had other cars where most of the stock would meet Table requirements. Near the center of the belt there has been considerable leafhopper injury."

2c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from list of Past-Due Accounts:

G. R. Buckingham, Delano, California $21.15

The following should be added to list of Past-Due Accounts:

R. W. Long, Salisbury, Md. $8.00

- R. C. BUTNER,
Specialist in Inspection

OFFICE NOTES:

G. W. Payne, of the New York inspection office, was a visitor in Washington on Monday, en route to Vienna, Va., where he is on furlough for some time.

It is expected that J. A. Marks will continue his supervision of inspections of grapes around Brocton, N. Y., until at least Nov. 5.

(See other Office Notes on Page 624)

MARKET NEWS SERVICE

1b. RECENT NOTES ON NORTHWESTERN APPLES

T. R. Hall included the following notes in a recent review at Seattle:-

"Export movement of apples from the Northwest is now reaching its peak volume. An average of a-ship-each-day in October is scheduled to clear from Port Seattle with cargoes of apples and pears for foreign ports. Also being tried out in an experimental way this season is the movement of a cargo of apples from Portland to the East Coast by refrigerated vessel through the Panama Canal. Another development of the 1932 season,- brought on, in the opinion of those connected with the shipping industry, possibly by the exclusion of cheaper grade United States fruit from Great Britain,- is the freer movement of the poorer grade fruit from British Columbia to London, Liverpool and other British markets.

"The Jonathan apple harvest has generally been completed in all districts of Washington, Oregon and Idaho, and picking of Delicious and Romes is now in full progress. Winesap picking will soon be under way in the Yakima and Wenatchee valleys. The tone of eastern markets is showing some slight improvement for boxed apples, though prices are still very low."

2b. VERY LOW PRICES FOR ONIONS IN COLORADO

Bryce Morris wrote in part as follows from Denver on Oct. 22:-

"Recent reports from the San Luis Valley indicate that approximately 15% of the potato crop was still to be harvested after Oct. 15. Apparently the crop will be considerably lighter than at first anticipated, with various factors estimating 6,500 to 7,500 cars, besides the truck movement. It seems that many fields of potatoes failed to size normally, so that the yield will be cut down, especially in the Center section.

"Onion shipments have continued light, on account of the slow demand and low prices. With present f.o.b. sales around 22-27¢ per 50-pound sack of large No. 1 Valencias, growers have received only 20-30¢ bulk per cwt. for stock measuring 3 inches and over. The quality is good and sizes average, except on the north side of the Arkansas River where short supplies of irrigation water retarded growth."

3b. POSSIBLE FIELD FROST IN IDAHO POTATOES

"The principal topic of conversation in Idaho potato circles has been the cold weather in producing sections and its effect upon fields which had not been dug. Most points in the Snake River Valley reached a minimum temperature, during the past week, lower than the minimum of the middle of October 2 years ago, when losses were so widespread. While digging at most points in the Upper Valley was nearly finished at the time of the freeze, the unharvested area in the Twin Falls-Burley section included a very large proportion of the crop grown this season." -(R. G. Risser, Oct. 22.)

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
FRESNO, CALIF.* 319 Holland Bldg.	919	A. E. Prugh	Grapes	Aug. 2	Nov. 5
ROCHESTER, N.Y.* 300 Terminal Bldg.	837	R. L. Sutton	Pears	Sept. 1	Oct. 29
			Onions	Sept. 1	Apr. 8
			Carrots	Sept. 1	May 20
			Cabbage	Sept. 1	Mar. 25
			Celery	Sept. 1	Jan. 14
			Apples	Sept. 8	May 20
			Peaches#	Sept. 12	Oct. 13#
			Grapes	Oct. 3	Nov. 5
			Potatoes	Oct. 10	May 20
MARTINSBURG, W. VA. Court House	835	R. M. Peterson	Apples	Sept. 12	Dec. 1
PRESQUE ISLE, MAINE* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 14	Apr. 29
WAUPACA, WIS.* Court House	894	A. M. McDowell	Potatoes	Sept. 15	Mar. 25
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 19	May 6
GRAND RAPIDS, MICH.* 412 P. O. Bldg.	895	R. E. Keller	Apples	Nov. 7	Dec. 10
			Onions	Nov. 7	Apr. 1
			Potatoes	Nov. 7	May 20
WINTER HAVEN, FLA.* Dewitt-Taylor Bldg.	920	H. F. Willson	Citrus	Nov. 1	May 20
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus	Nov. 1	Apr. 1
			Vegetables	Dec. 7	June 1
BELLE GLADE, FLA.*	937	J. B. Owens	Beans	Nov. 7	Dec. 31

The following station probably will close on date indicated:

BENTON HARBOR, MICH.* 205 P. O. Bldg.	838	R. E. Keller	Apples	Aug. 22	Nov. 4
			Pears	Aug. 23	Oct. 15
			Peaches	Aug. 26	Sept. 24
			Grapes	Sept. 19	Nov. 4
			Onions	Oct. 3	Nov. 4
			Potatoes	Oct. 3	Nov. 4

* State cooperating # Reports discontinued

W. D. Hull in Portland, Oregon.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

4b. PROSPECTS FOR CALIFORNIA FALL TOMATOES

W. L. Jackson, of the Los Angeles office, wrote as follows on Oct. 20:-

"The California fall tomato deal is again waiting for a killing frost that will put an end to the crop in midwestern and eastern producing areas and thus force the consuming markets to look to California as a source of supply.

"Growing conditions have been favorable and heavy yields of excellent-quality stock are reported from all tomato sections in California. These factors, coupled with an increase in plantings of some 5,000 acres, should guarantee a good supply.

"Shipping stock has been available since early September, but movement has been held back on account of the limited market for California tomatoes. Growers have kept fields in good condition by removing the ripe stock, and most of the crown or first set has gone to waste in the process.

"Demand so far has been limited, and it has been difficult to report the f.o.b. cash market. Some stock has been sold at 60-65¢ per lug of green wrapped U.S. No. 1 Marglobes, 6x6 and larger, from Ventura and San Diego counties. A report of frost in middlewestern producing areas, coupled with some temporary labor difficulties in the Santa Maria Valley, produced a temporary increase in demand and the f.o.b. price went to 70-75¢ for a few days. Shipments, however, were heavier than usual, with more than 100 cars daily on October 17,18, and 19. Apparently eastern markets were still well-supplied with homegrown stock, and the limited demand for California offerings caused f.o.b. prices to drop to the old range of 60-65¢ per lug."

5b. LOW YIELDS AND VARIABLE QUALITY OF WISCONSIN POTATOES

The following came from A. M. McDowell at Waupaca under date of Oct. 24:

"Digging of Wisconsin potatoes was practically completed during the past week, and reports are that both yield and quality have been variable. In the central and northern parts of the State, yields ranged from 25 to 125 bushels per acre, with probably most fields between 50 and 75 bushels. In some localities quality is fairly good, but in others as little as 25% of the crop will meet the requirements of U.S. No. 1 grade. Scab has been quite prevalent in some places. In the Rice Lake section in the northwestern part of the State the best yields were obtained, some fields producing 150 to 175 bushels per acre.

"Despite the low prices and the lack of trading activity, local interest in the market apparently is being well maintained, judging by the number of requests for the daily report which have been received. The number of names on our mailing list is about 10% greater than a year ago, most of the increase occurring within Wisconsin and the upper peninsula of Michigan. The great majority of requests appears to be from producers and small dealers."

6b. "POTATOES IN THE LOS ANGELES MARKET"

Walter Kingsbury and W. L. Jackson, of the Los Angeles office, are joint authors of a 13-paged mimeographed report on "Potatoes in the Los Angeles Market." It covers every phase of the market and is illustrated by numerous excellent charts or graphs, showing unloads, storage-holdings and prices. Most of the statistical tables cover a period of several years.

7b. FIRST REPORT ON STORAGE HOLDINGS OF NEW YORK CELERY

R. L. Sutton sent the following report under date of Oct. 25:-

"Harvesting of the late crop of Golden Self-Blanching celery has begun. At the close of last week, storage houses in western New York reported 347,000 crates under refrigeration. It is our opinion that at least half of this number consists of the early varieties. Storage holdings at the same time last fall were about 127,000 crates heavier. This greater volume last year was brought about principally by the larger use of early celery for storage and the earlier cutting of the Golden crop. Some sales on carloads of the late Golden have been made mostly around 65¢ per two-thirds crate. When this crop begins to move from storage, f.o.b. prices will have to be around $1.25 even to equal those being received now. Storage charges usually amount to 50¢ per crate.

"The grape season is nearing a very unsuccessful finish. Yesterday, shippers in the Chautauqua-Erie district sold jumbos (12-qt. Climax baskets) Concords for $16-$18 per ton, and Niagaras ranged $18-$23. Less than half as many carloads have moved from New York this season as to the same time last year.

"Although large quantities of apples are going into storage, the daily shipments have been well maintained. With supplies of Baldwins considered to be light this year, shippers are not anxious to sell at existing values but would rather store for later market. Important quantities of apples are being shipped in bulk. This class of fruit going mostly as orchard-run, with culls removed, can be used advantageously in many of the smaller communities by dealers who ordinarily would not receive carload shipments. Export movement is fairly active, there being around 10 cars daily billed to Weehawken for foreign shipment.

"Storage supplies of Bartlett pears are nearing depletion. Kieffers are moving mostly to foreign markets, but larger quantities probably are being stored.

"The movement of cabbage continues liberal, with extremely low values dominating. Growers are receiving mostly around $3 per ton for Danish, with no definite price existing for domestic-type. Much has been taken at $2 cash to growers, but some dealers have stopped the growers from hauling even at this price. The onion market continues dull."

8b. SOME MAINE POTATOES NOW BEING SHIPPED BY BOAT

V. H. Nicholson wrote from Presque Isle on Oct. 22 as follows:-

"Maine potato shipments recently have averaged about 100 cars daily, compared with 250 a year ago. The crop is practically all harvested and under cover, and it appears very much as if it will take an increase in price to cause growers and shippers to haul many potatoes.

"Both the price for loaded cars and the cash-to-growers price have declined slightly. Demand for carlots is very sluggish, with most of the inquiry coming from New England and southern States. There was some trucking to points along the coast during the past week, and several boats are scheduled to clear early next week. Most of these boats will carry potatoes for Jersey City, Philadelphia, and possibly Baltimore."

8½b. ANOTHER SUMMARY ISSUED

"Marketing Northwestern Apples, 1931-32 Season," by Mrs. L. B. Gerry and J. D. Hamilton, is a new summary distributed this week.

9b. TIMELY NOTES ON MICHIGAN CROPS

The following came from R. E. Keller under date of Oct. 25:-

"The Michigan grape deal is drawing to a close, after one of the longest harvesting seasons on record. With lighter supplies prices have advanced, but returns are still very low.

"Picking of apples is practically completed, and many of the warehouses have finished packing. Farmers and shippers lost money storing fruit last year, so they are inclined to sell at prevailing prices. Another factor causing light storage is the short crop of Baldwins and Spys, the two principal late varieties of this State.

"Most of the potato digging is completed, and the stock is under cover either in the field pits or storages. Encouraging reports are coming in as to yields, quality and size. Michigan has one of the largest crops of good-quality tubers in recent seasons, but the market remains weak with trading very slow. Dealers are paying farmers 20-25¢ bulk per cwt of U.S. No. 1 Russet Rurals.

"The onion movement is only moderate, with the market very weak. The price to farmers has dropped another nickel. The f.o.b. level of 25¢ per 50-pound sack of U.S. No. 1 yellows is the lowest shipping-point price on record here."

- B. C. BOREE,
Specialist in Market News.

OFFICE NOTES- CONTINUED: (See other notes on page 619)

Mr. Sherman and Mr. Butner spent yesterday with supervising inspectors at Winchester, Va., and Martinsburg, W. Va., making a personal survey of the apple inspection situation in that general territory.

Robert Bier was in southern Pennsylvania the early part of this week in connection with supervision of the shipping-point inspection work on apples. D. M. James, the State representative, has been ill for some time but is expected to return to duty next week. On his return trip, Mr. Bier conferred with J. J. Gardner at Martinsburg.

J. G. Cross, of the Transportation Unit, expects to leave about the middle of next week for a month's trip to various points in Florida, Louisiana, Texas, Tennessee, Missouri and Illinois. He will confer with officials of transportation companies regarding reports for this Bureau.

J. B. Owens, who had been assisting for the past 5 months with work in the Canned Fruit and Vegetable Grading Project in Washington, is now at Marion, S. C., en route to Belle Glade, Florida.

Benton Harbor, Mich., office of the Market News Service will remain open until Friday, Nov. 4, after which R. E. Keller will continue his reports from Grand Rapids.

→ PLEASE NOTE that the correct address of the Birmingham, Ala., office of the Inspection Service is Room 41 (not Room 44), Post Office Bldg. Make this correction at once on all address lists. Bolling Hall is in charge.

SEE page 3 of The B.A.E. News for October 26 for an account of the motion pictures being made at Cheriton, Va., under direction of L. M. Billman.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 42 Nov. 11, 1932

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication.

NO DIVISION LETTER WAS ISSUED FOR NOV. 4

1a. VERY HEAVY RAINS IN SOUTHERN FLORIDA

The following wire came from J. C. Townsend, Jr., at Orlando on Nov. 8:-

"Twelve hours of rain, measuring 12 inches at Port Mayaca, 22 inches at Canal Point, 10 inches at Belle Glade, 5 inches at South Bay and 3 inches at Moorehaven, drowned all beans and other crops at Mayaca, Canal Point and Belle Glade. Some acreage was safe on the islands and in the section from South Bay to Clewiston. Estimated acreage left is about 2,000, with probable shipments of 300 cars. This has reduced the fall acreage of snap beans from 14,500 to 9,500 acres and the expected yield of 130 bushels to 92 bushels per acre. *** About 1,000 acres of green peas were lost, and very few are left. There are probably 300 acres of Lima beans left on the islands and below South Bay. Acreages of other crops were not affected."

2a. IMPORTANT TO DISTRIBUTE THE SECRETARY'S DECISIONS

Men to whom the envelopes containing Division Letters are addressed are responsible for the careful distribution of copies of the Secretary's decisions on complaints filed under the P.A.C. Act. With this D.L., you will find copies of pamphlet No. 2, dated Nov. 4, containing summaries of recent decisions by the Secretary of Agriculture. These should be given to the members of the technical staff, whose names are written on the D.L.

3a. VEGETABLE ACREAGES IN MEXICO, PUERTO RICO AND CUBA

Detailed reports on vegetable plantings in the above-mentioned countries can be had from the Foreign Agricultural Service in this Bureau. West Coast of Mexico shows more acres of beans, fewer acres of tomatoes and peppers, and the same acreage of peas as last winter. Puerto Rico shows an 80% increase in vegetable acreage, compared with 2 years ago, partly because of the recent hurricane which destroyed citrus fruit. Cuba reports reduced plantings of practically all vegetables which are shipped to the United States.

4a. VIRGINIA MARKETS BUREAU SHOWS PROGRESS

The Virginia Division of Markets reports a 23% increase in the volume of farm products inspected during the past fiscal year, as compared with the preceding year. Last year, 556,525,596 pounds of farm products were officially inspected in Virginia, compared with 5,174,276 pounds inspected the first year the service was available 10 years ago. During the 10-year period 2,651,051,212 pounds of farm products have been officially inspected, and $440,124 collected in fees.

- MARKET NEWS SERVICE -

1b. AN IMPORTANT SUMMARY OF THE CALIFORNIA GRAPE SEASON

The following letter was written by A. E. Prugh at Fresno on Nov. 1. Because we had no D.L. last week, publication of his letter had to be deferred until today. However, because it contains so much information of value, most of the letter is printed below:-

"In several markets recently, California juice grapes sold at or below freight charges. The freight rate to New York is $1.73 per 100 pounds and standard refrigeration is $105, making the cost per lug 59¢ on 28 pounds and 64¢ on 32 pounds. Many shippers have economized on transportation costs this season by billing cars 'initial ice' or 'initial ice and one icing in transit.' A recent ruling also standardized billing weights instead of using the actual weights. (see D.L. for Oct. 14)

"The various auction markets Monday, Oct. 31, had on track 2,996 cars of black juice grapes, compared with 2,069 the same day last year, and 1,215 cars of white juice, compared with 694 a year ago. Total for all grapes was 4,656 cars, as against 3,660 on the same day in 1931.

"On Oct. 28, about 50 shippers from various districts, realizing the evident marketing disaster that confronted them, held a meeting in Fresno and decided to stop juice grape shipments for an eight-day period from Sunday, Oct. 30 to Sunday Nov. 6, and also agreed to curtail movement of table stock as much as possible. All shippers, of course, did not enter this agreement, but on Sunday, Oct. 30, only 70 cars of black juice and 28 white juice were shipped. This compared with 225 blacks and 123 whites the previous Sunday. Only 28 cars of table stock moved from the northern district and 132 from the central district on Sunday, Oct. 30, Plenty of Tokays were available in the Lodi section, but several frosts during mid-October caused some damage to exposed bunches, which made buyers skeptical of their carrying quality, and the demand swung to the Emperors in the central section. There has been a fair demand for Emperors grading U.S. Fancy for storage, but only limited trading in average stock.

"By the end of October, the f.o.b. demand for all juice stock practically ceased, as eastern receivers knew that too many cars were accumulating and also that the movement continued too heavy. Recent prices of Muscats have been really better than anticipated. It is reported that consumers in the East are mixing the juice of the cheap Concords with the Muscat juice. Carignanes have been selling low. Thompsons continue to sell the best of any table varieties moving in volume. A few Ribiers, of course, are topping the market. Following are some comparisons of city auction prices on juice and table stock for the week ending Oct. 29 and the same week a year ago:

	ZINFANDELS		ALICANTES		MUSCATS		THOMPSONS		TOKAYS		MALAGAS	
	Pkgs.	Avg.	Pkgs.	Avg.	Pkgs.	Avg.	Pkgs.	Avg.	Pkgs.	Avg.	Pkgs.	Avg.
1932:	95062	.88	442073	.93	362489	.79	135041	1.17	158005	1.12	84490	.94
1931:	35331	1.19	453776	1.30	105534	1.28	33025	1.79	179152	1.51	178326	1.20

"The total crop in California this year is estimated at 1,882,000 tons, compared with 1,320,000 last year. Raisin varieties showed a 50% increase, table varieties almost as great an increase, and wine varieties a 23% gain.

"The following table offers an interesting study on auction sales of all varieties by weeks this season:

Week ending	No.pkgs.	Avg. Price	Week ending	No. pkgs.	Avg. Price
Aug. 6	146,063	$1.58	Sept. 24	753,958	$1.10
13	209,009	1.32	Oct. 1	1,200,065	1.02
20	282,584	1.08	8	1,725,126	.97
27	327,069	1.05	15	1,926,994	1.02
Sept. 3	362,028	1.04	22	2,075,044	.99
10	286,248	1.23	29	1,771,977	.90
17	481,365	1.18	Total. . .	11,547,530	1.02

"The clearing-house report compiled by W. F. Cox shows movement through California gateways to Oct. 30 according to leading varieties, as follows:

	EMPERORS	TABLE MALAGAS	JUICE MALAGAS	MUSCATS	THOMPSONS	TOKAYS	ALICANTES
1932:	876	1,619	199	6,019	3,907	3,776	6,900
1931:	1,300	3,524	1,468	2,651	3,151	3,919	5,685

	CARIGNANES	ZINFANDELS	TOTAL JUICE,BLACK	TOTAL JUICE,WHITE	TOTAL TABLE
1932:	2,975	4,190	16,747	6,299	11,122
1931:	3,233	3,069	15,249	4,313	12,809

"Last season about 4,000 cars of California grapes moved after Oct. 30, making a total of 39,776. This season 36,846 cars had been shipped to Oct. 30 and, with present curtailed movement, congested terminals and slow demand, total shipments this season may not exceed 40,500. Besides, at this time of the year there is always danger of rain and heavy frosts. The two seasons have presented a marked contrast. Last year the East did not believe that California had a short crop and waited so late to buy that consumers were compelled to pay a fairly high price for juice stock in November. This season they commenced buying early and at present seem to have their wants well supplied, and still have heavy accumulations available on the tracks."

2b. BRIEF NOTES ON THE POTOMAC VALLEY APPLE SITUATION

A recent letter from R. M. Peterson, at Martinsburg, W. Va., advised that apple picking in that general area was delayed by late-October rains but was practically completed last Saturday, and packing of the crop is expected to be finished by Nov. 20. Local estimates indicate that the cold-storage holdings in that section will be approximately half those of last season.

Export demand has been rather satisfactory, but domestic purchases have been restricted. There was little speculative buying. Larger sizes have been hard to move. Most of the larger Winesaps were going into storage, with very little demand at current quotations. However, the market for that variety is firm, with f.o.b. prices fairly high.

3b. ADDITIONAL SUMMARIES ISSUED

The following summaries were recently distributed from Washington:-

"Marketing Florida Citrus, 1931-32 Season," by H. F. Willson.

"Marketing Lower Rio Grande Valley of Texas Citrus, 1931-32 Season," by W. D. Googe.

"Marketing Texas Vegetables (Carrots, Beets, Snap Beans, Cucumbers and Mixed Vegetables), 1931-32 Season," by W. D. Googe.

"Marketing Texas Bermuda Onions, 1932 Season," by A. M. McDowell.

4b. TRANSPORTATION CHARGES REDUCED ON NORTH CENTRAL POTATOES

The following information came from A. M. McDowell under date of Oct. 30:-

"Of much interest to Wisconsin potato shippers and growers were changes made during the past week in freight rates. The usual charge of $5 for car rental, in effect between Oct. 15 and April 15, was discontinued early in the week, bringing about a saving of approximately 1½¢ per sack. Later, the rates from the lower peninsula of Michigan into territory within trucking distance were greatly reduced, the new tariffs giving Michigan a 12¢ advantage into Indianapolis and a 13¢ advantage into Cincinnati over Wisconsin. It is also understood that rates into Chicago have been so lowered as to permit Michigan potatoes to move into that market more freely. These reductions probably will have a material effect upon the distribution of Wisconsin potatoes, as the area east of Illinois will be practically closed and more competition will be encountered in Chicago, which so far has absorbed 50% of the shipments from this State."

5b. LOUISIANA SEED POTATOES BEING TRIED IN CUBA

The following came from J. W. Coleman, at New Orleans, on Oct. 31:-

"Louisiana may have a new outlet for potatoes next year. Cuba is trying a shipment of Louisiana Bliss Triumphs for seed purposes and, if the experiment is successful, hereafter Cuba may draw most of its seed stock from Louisiana instead of Canada.

"This season, growers in Terrebonne Parish donated potatoes for the experiment. A cold-storage plant in New Orleans allowed the stock to be stored free of charge. This period of storage gave the potatoes the necessary rest period. The Standard Fruit Company took the potatoes to Cuba without charge, and Cuba allowed the potatoes to enter without the usual duty. The potatoes were distributed and planted in experimental plots under the direction of a County Agent from Louisiana. Louisiana and Canadian seed will be planted side by side. If Cuba likes Louisiana seed, a great many growers here expect to make a specialty of producing good seed potatoes. In about 4 months there should be a report ready, which will show how this experiment turned out."

6b. MARKET REPORTS POSTED AT AN AUTO (TOURIST) CAMP

C. J. Hansen sent the following information from San Francisco on Oct. 26:-

"A rather interesting letter has just been received from the Buena Vista Auto Camp at Palo Alto, Calif., requesting that their name be placed on our mailing list, to secure the reports on truck arrivals and the San Francisco miscellaneous fruit and vegetable market report each day. They advise that many of their clients stop there, while trucking fruits and vegetables to San Francisco, and a number of them would be interested in seeing these reports en route to market."

- EARLY STRAWBERRIES from east Hillsborough County, Florida, may arrive in time for the Thanksgiving trade, according to local (unofficial) reports. Unusually warm weather recently has speeded up the ripening of the crop.

7b. RECENT NEWS REGARDING NORTHWESTERN APPLES

J. D. Hamilton included the following in a recent northwestern review, published at Portland:-

"The 3rd Grade apple package for Washington has not proved an unmixed blessing. Very low selling costs were possible and encouraging returns for first shipments were obtained, but heavy rollings have resulted in a surplus of unsold low-grade packs in most markets between Minneapolis and Los Angeles, with resultant low returns to growers and the additional evil of replacing Fancy and Extra Fancy quality in those markets.

"Apple prices to eastern distributors are the lowest in years and wide distribution has been obtained, due partly to the light eastern production of Jonathans and other early varieties. Irregular maturity, especially of Jonathans and Delicious in the Northwest, has necessitated quick shipment of much of this stock, in excess of actual sales, in order to get this short-lived fruit into consumption as soon as possible. This heavy unsold movement has proved of questionable virtue, however, as it has resulted in almost complete stoppage of f.o.b. selling. Early attempts of shippers to maintain minimum prices of 70¢ and 80¢ per box have proved unsuccessful and nearly all varieties, except Winesaps and Delicious, are selling 5-15¢ per box below these announced minimums. The reduced prices leave little or nothing to the grower, after subtracting packing and selling costs. Delicious and Winesaps are quoted around 95¢ on Extra Fancy Grade, and shippers are hopeful for an upturn in values of late stocks.

"Apple harvest is nearing completion in all districts and more stable trading is anticipated as soon as the deal is on a storage basis. Much financial assistance is now being rendered to growers by the Reconstruction Finance Corporation, with advances up to 35¢ per box upon delivery to cold storage. Another source of financial assistance has developed, in cash advances and guaranteed payment of freight charges by cold-storage interests at Missouri River points and in the New York area. These advances, ranging up to 35¢ per box, are by the way of filling the storage facilities at those points.

"Jonathan production is turning out heavier than early estimates indicated, especially in the Wenatchee district, with probably 1,800-1,900 cars, as compared to normal output of 2,500-3,000 cars and early 1932 estimates of only half a crop. Delicious also are running heavier than first anticipated. Worm damage is bad, although not quite so extensive as suspected a few weeks ago. Heavy production and prevalence of large sizes is making for a heavier pack-out!"

8b. NEWS ON LOUISIANA CITRUS AND VEGETABLES

In a recent letter from H. S. Moles, Supervising Inspector at Baton Rouge, he said that citrus fruit is moving from points in Louisiana, but only in limited volume because it is still necessary to color the fruit artificially. By Nov. 15, most of the "sweets" will be colored enough so that only occasional lots will have to go through the coloring rooms, after which date the shipments should increase rapidly. Shallots have started to market, but it will be about Dec. 1 before winter vegetables get into full swing. Beans and cucumbers are about ended, as Louisiana has had several light frosts.

8bt. REVISED "MU" PAGE FOR CODE BOOKS

A revised "MU" (Lettuce) page of the code has been mailed separately to all offices. This is to be effective on Nov. 18.

9b. THE CITRUS AND VEGETABLE SITUATION IN RIO GRANDE VALLEY OF TEXAS

First letter of the season from W. D. Googe, at Brownsville, gives a good account of prospects in that territory. It is dated Nov. 6:-

"Citrus movement from the lower Rio Grande Valley this season has reached slightly more than 700 carloads, of which about 575 went by rail and the balance by motor trucks. To the same date last season the total movement was about 1,050 carloads, about one-sixth of which went by trucks. Truckloads have been reported to the Bureau of Plant Quarantine destined to States as far away as Nebraska and Wyoming. The Valley has had an abundance of water during the last 3 months, resulting in irregular maturity of fruit and delayed planting of winter vegetables. The Rio Grande continues almost level full, and resacas (sections of old river beds) and low spots have plenty of water from seepage.

"Grapefruit prices are unsettled at present, with a decline of about 25¢ per box reported during the last week. Combination packs are being quoted at $2.25-2.50, with sales generally being confirmed at a quarter lower. Movement of oranges has been light, mostly going to truckers in bushel baskets around $1.50. Only two straight cars of oranges have been loaded so far. The f.o.b. prices on grapefruit, mentioned above, are almost as high as the average prices paid in auctions during the last week, which would indicate that shippers are losing at least part of the freight on cars sold through the auctions.

"Vegetable movement for the season was begun Thursday, Nov. 3, with a mixed car of peppers, eggplant, radishes, etc. There are plenty of good-quality snap beans, also some tomatoes, but due to low prices the shipments thus far have been taken by truck operators. Worms have been playing havoc with the new cabbage crop, and during the past week growers carried on an intensive dusting campaign."

10b. SOUTHERN PART OF IDAHO SHIPPING MOST POTATOES

R. G. Risser sent the following report under dates of Oct. 29 and Nov. 5:-

"An unusual situation has developed in the Idaho potato deal this year. Ordinarily the heaviest movement and the largest number of track-sales take place in the Upper Valley. But during the second half of October and in early November most shipments have originated in the Twin Falls-Burley section, and that is where the trading is being done. The abnormal weather conditions this season which brought about early maturity, early digging, small to medium sizes, and light yields in the Upper Valley, and late maturity, late digging, large sizes and heavy yields in the Twin Falls-Burley section are responsible primarily for the recent activity in the latter district. At Idaho Falls, for example, the crop is in storage, and growers who have been busy with beet harvest are not inclined to remove their potatoes from the cellars, to sell for the low prices now being offered. At Twin Falls, on the other hand, digging operations have been in full swing and some of the crop must be sold to provide funds for digging the remainder. Buyers have deserted Idaho Falls and are now at Twin Falls, where offerings are more liberal and potatoes are larger.

"The largest acreage affected by field frost this season is at more southerly points. A very short time elapsed between the time that tops were frosted in the Twin Falls-Burley section and temperatures were low enough to

injure some of the tubers. However, no serious loss in tonnage is expected from frosts to date. In the Upper Valley, grading operations are less expensive this season, partly because of lower wages but chiefly because of the superior type and quality of field-run stock."

11b. POTATO NOTES FROM THE YAKIMA VALLEY

T. R. Hall wrote as follows from Seattle in a recent market review:-

"Harvesting of Yakima Valley potatoes is practically finished. Quality is very good, with prospects of a large portion of the crop grading U.S. No. 1. Shippers have held to cash prices of $8-$9 per ton f.c.b. shipping point on graded U.S. No. 1 Russets, but trading is shifting to the U.S. No. 2 grade, which commands $5 per ton."

12b. A GOOD REPORT FROM WESTERN NEW YORK

Parts of a letter of Nov. 8, from R. L. Sutton, are quoted below:-

"It is expected that the cold-storage report for last week of celery in western New York will show the heaviest volume for the season. At the close of business Friday, 24 storages in this territory reported 496,400 crates under refrigeration, as compared with 506,824 at the same time last year. The peak in 1931 was reached a week earlier, there being at the close of October 523,801 crates in storage. It is expected that, by the later part of this week, sales from storage will occupy the position of major importance. Some shippers had been holding for $1.50 on storage stock, but sales have been made at $1.25-1.35. Storage charges usually are 50¢ per crate.

"The cabbage situation is practically demoralized. Growers are receiving as low as $2 per ton for bulk Danish, and the top price in any section is $3. It is unnecessary to say that such returns are ruinous to the producers.

"Probably more than half of the apples moving for the domestic trade from this territory are being shipped in bulk. Fruit of this class, shipped as orchard-run with the culls removed, recently sold at 50-85¢ per cwt., depending on the variety. During recent days, shipments of U.S. No. 1 stock from western New York have been billed to points as far west as South Dakota. Barreled Ben Davis for export realized mostly $2.10-$2.15 for either 2¼ or 2½ inch minimum. It is reported that some export shipments are going forward to such countries as Germany and Scandinavia, that would not be allowed to enter France or Great Britain.

"Haulings of potatoes in Steuben and other southwestern counties are light. Dealers are paying growers mostly 22¢ per bushel of U.S. No. 1 stock.

"Shipments of carrots in bulk have realized $8.50-$10 per ton. A little business in 100-pound sacks was reported at 55-60¢, and occasional sales of washed carrots in bushels brought 33-40¢. The outturn by rail is only half that of a year ago. The shipments in bulk appear to be more desirable at this time, in that prices up to 50¢ per cwt. can be obtained with much less expense attached."

POTATO crop report for November shows a total of 359,000,000 bushels, an increase of about 2,000,000 over the October report but 17,000,000 below 1931. APPLES increased 5,000,000 bushels since Oct. 1 to 139,000,000 and the commercial crop is now estimated at 28,400,000 barrels, or 6,200,000 less than 1931.

13b. MOVEMENT OF MAINE POTATOES LIGHT

V. H. Nicholson wrote as follows from Presque Isle on Nov. 5:-

"The Maine potato market has weakened slightly. Volume of trading on the street or in loaded cars has been light. Growers are still reluctant to sell at the prevailing prices, and it may be some time before stock moves freely.

"Distribution of shipments has improved slightly in the last few days. New York City has been taking an average of 10 to 12 cars daily and there have been boat shipments into Jersey City, Philadelphia and Baltimore. Southern buying of table stock has been in moderate volume, but the demand from western Pennsylvania and Ohio has been quite sluggish. The New England buying has been mostly on a hand-to-mouth basis and at prices that will scarcely allow the shipper loading and selling charges.

"Shipments continue to lag considerably behind last season's record. One large shipping organization reports that they have handled fewer cars to date this season than they handled during September, 1931. However, some of the smaller shippers appear to be doing a more nearly normal business."

According to a previous letter from Mr. Nicholson, the first snowstorm of the season swept over northern Maine on Friday night, Oct. 28, playing havoc with telephone, telegraph and power-transmission lines. Communication to the South was disrupted for a day or two and no trading was done on the local potato market for at least one day. As practically all of the crop was under cover, there was little or no damage to potatoes. Minimum temperature was 31 degrees.

14b. NOTES ON THE COLORADO POTATO AND APPLE CROPS

The following came from Bryce Morris under dates of Oct. 29 and Nov. 5:-

"As indicated in our San Luis Valley potato reports, growers are holding for higher prices, since all potatoes are in storage. Reliable sources now indicate that the 1932 crop in that section will range between 6,000 and 7,000 cars. Regardless of reports to the contrary, northern Colorado will have a much lighter crop to ship by rail than in 1931. Apparently there are a few scattered fields of good potatoes, but the general production will be light, with trucks taking the bulk of the movement.

"Colorado's apple movement has now exceeded 1,000 cars, compared with 625 a year ago. Quality is better than usual; in fact, the Jonathans are at least equal to Idaho offerings on the Denver market, with jobbing sales mostly around 95¢-$1 per basket."

15b. A CODE ADDITION, EFFECTIVE NOV. 18

On the "PA-PE" (Potatoes) page of the code, add the following, to be effective Nov. 18:-

IY open mug pack.

The open mug pack is used for long-type Burbanks in western States. The open mug is usually packed in a sack which is about 3 inches shorter than standard. The mouth of the sack is left open and is faced with a few long large potatoes, which are held in place by an extra quantity of twine stretched over the mouth. The potatoes throughout the sack are supposed to be of better than usual quality, with a larger size minimum, and as such usually command a slight premium. This is esentially a special pack, but, as other special packs are used without the open mug, a definite term is added to the code for this particular style.

- B. C. ROREE.

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y.* 300 Terminal Bldg.	837	R. L. Sutton	Pears#	Sept. 1	Nov. 4#
			Onions	Sept. 1	Apr. 8
			Carrots	Sept. 1	May 20
			Cabbage	Sept. 1	Mar. 25
			Celery	Sept. 1	Jan. 14
			Apples	Sept. 8	May 20
			Peaches#	Sept. 12	Oct. 13#
			Grapes#	Oct. 3	Oct. 29#
			Potatoes	Oct. 10	May 20
MARTINSBURG, W. VA. Court House	835	R. M. Peterson	Apples	Sept. 12	Dec. 1
PRESQUE ISLE, ME.* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 14	Apr. 29
WAUPACA, WIS.* Court House	894	A. M. McDowell	Potatoes	Sept. 15	Mar. 25
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 19	May 6
WINTER HAVEN, FLA.* Dewitt-Taylor Bldg.	920	H. F. Willson	Citrus	Nov. 1	May 20
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus	Nov. 1	Apr. 1
			Vegetables	Dec. 7	June 1
GRAND RAPIDS, MICH.* 412 P.O. Bldg.	895	R. E. Keller	Apples	Nov. 7	Dec. 10
			Onions	Nov. 7	Apr. 1
			Potatoes	Nov. 7	May 20
BELLE GLADE, FLA.*	937	J. B. Owens	Beans	Nov. 10	Dec. 31

The following station probably will open on date indicated:

PHOENIX, ARIZ.* 602 Security Bldg.	815	A. E. Prugh	Lettuce	Nov. 28	Jan. 6

The following station closed on date indicated:

FRESNO, CALIF.* 319 Holland Bldg.	919	A. E. Prugh	Grapes	Aug. 2	Nov. 11

* State cooperating. #Reports discontinued.

W. D. Hull in Portland, Oregon.
A. E. Prugh at Fresno, Calif., until about Nov. 16.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

- INSPECTION SERVICE -

1c. A VALUABLE REPORT ON NEW YORK GRAPE INSPECTIONS

Before leaving Brocton, N. Y., a letter was written by J. A. Marks, indicating that most of the remaining grapes in the Chautauqua-Erie district would be taken by trucks. Cash buyers for rail shipments were still paying growers about $14 per ton, but the trucks paid $10 to $14 and in most cases furnished the baskets, so that growers had an advantage in selling to truckers.

Mr. Marks submitted the following tabulation covering 1,228 cars of Concord grapes which had been inspected through Oct. 27:

Package	Grade	Number	12 qts. or 12 qt. Equivalent
12 qts.	No. 1 Juice	1,575,872	1,575,872
"	No. 1 Table	4,280	4,280
"	Ungraded	41,142	41,142
Lugs	No. 1 Juice	21,152	31,728
"	No. 1 Table	5,738	8,607
"	Ungraded	200	300
4 qts.	No. 1 Juice	139	46
"	No. 1 Table	14,992	4,997
2 qts.	No. 1 Table	125,540	20,923
"	Ungraded	3,677	613
Cartons*	No. 1 Table	412	814
"	Ungraded	214	428
Bushels	No. 1 Juice	1,000	2,800
		Total	1,692,550

* containing 12 2-qt. baskets.

Grade	Total Baskets, reduced to 12 qt. equivalents	Percentage
No. 1 Juice	1,610,446	95.15
No. 1 Table	39,621	2.34
Ungraded	42,483	2.51
Total:-	1,692,550	

Avg. gross weight: 18½ lbs. per basket. Total: 31,312,175 lbs. or 15,656 tons.

In explanation of these figures, Mr. Marks wrote:-

"While these figures would indicate that the Concord grape crop from western New York goes mainly for juice purposes, there is certainly a large percentage that goes into table consumption. The thing which surprises me is that the shippers have so little demand for table stock. The only explanation we have to offer is that most of the stock would meet table requirements, and that the grade as a whole has been satisfactory even to those dealers who dispose of most of the stock to the table trade. Our figures, based on what we have seen of the crop and on examination of inspectors' note-sheets, would indicate that at least 2/3 of the juice stock would meet table grade requirements.

"You may also be interested to know that our figures show 95.7% of the crop has been marketed in 12-quart baskets, 2.4% in lugs, 1.3% in 2-quart Climax baskets, .3% in 4-quart Climax baskets, and the remaining .3% in cartons.

bushel baskets and paper fibre 12-quart baskets. There have been limited shipments of lugs, principally second-hand California grape lugs, for the past 5 seasons. We feel this is a much more desirable package than the Climax baskets. The returns on this package have certainly been much better than on the Climax baskets for the past two seasons. One shipper at Brocton, I understand, has averaged $24 per ton net on his lug shipments this season. This is at least $6 or $8 a ton better than he could have done in Climax baskets. Shippers are still using more of the second-hand lugs, but a few cars are now going out with new lidded lugs."

2c. A GOOD SUMMARY OF APPLE INSPECTIONS IN VIRGINIA

T. W. Ayres submitted the following letter from Winchester on Nov. 8:-

"The Virginia apple harvest is being finished this week, and shipping-point inspections are less than half of those made during the season of 1931. Including Nov. 3 about 2,962 apple certificates had been received in the Richmond office, compared with 6,233 to the same date last year.

"I have not seen the official report of cold-storage holdings in the apple belt, but believe they are between 700,000 and 800,000 barrels, possibly a trifle over half the holdings at the same date in 1931.

"The storage stocks consist of a larger proportion of Utility and Unclassified packs, compared to the U.S. No. 1, than was the case during the previous season, due to unfavorable weather conditions and curtailed spray schedules. Also the bulk of export shipments during the harvest were necessarily U.S. No. 1, due to foreign restrictions on lower grades. In general, this lower-grade fruit has a good percentage of color, which should add to the selling value even though the fruit had to be graded down for other causes.

"Packing and inspection operations have been rather slow and difficult throughout the season, due to scab, cedar rust, worm injury and scale. After the October rains, following the long drought, most crops showed a large percentage of stem and calyx cracks or checks, which added to the difficulties.

"Inspected apples placed in storage have mostly been covered by Va. Lot No. -- certificates, and each package is stamped with a number. It is the intention of most packers holding such fruit to ship it on the basis of these certificates, and this will reduce the winter inspection work. Also it is possible that quite a quantity of Utility and Unclassified fruit may be shipped to domestic markets without inspection, so that it is rather difficult to estimate the number of inspections that will be requested during the winter.

"During the peak of the season, we had 52 inspectors on the force. This has been reduced to 16 men and, by the first of next week, do not expect to have more than 8 or 9 men on the apple work."

3c. BANKRUPTCY NOTICE

The G. H. Cross Company, Chicago, has been declared bankrupt. Any unpaid bills against this company should be forwarded to the Washington office for collection.

SWEET POTATOES increased by a million bushels during October, making the November crop report 75,800,000 bushels, compared with 62,900,000 last season and a 1924-1928 average of 57,800,000 bushels.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
WEST VIRGINIA:	J. J. Gardner, Boyd Bldg., Martinsburg, W. Va.	Apples	Aug. 20	Nov. 19
TEXAS:	H. T. Longino, Madison Hotel, Harlingen, Texas	Citrus Vegetables	Oct. 1 Nov. 1	Mar. 15 Mar. 15
INDIANA:	J. E. Dickerson, c/o County Agent, Warsaw, Ind.	Onions	Oct. 3	Nov. 15 (?)
NEW YORK:	J. A. Marks, 300 Terminal Bldg., Rochester, N.Y.	Fruits & Vegs.	Nov. 7	Dec. 31

REPORTS on Michigan onions can be obtained from Federal-State Inspection, Plainwell, Mich.

4c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be added to list of Past-Due Accounts:

Maple City Produce Company,	Norwalk, Ohio	$1.00
Atlantic Commission Co.,	New York, N. Y.	4.00
H. Koester,	Bronx Produce House, New York City, N. Y.	3.00
W. W. and W. T. Newcomb,	Rupert, Idaho	4.00
St. Louis & San Francisco Ry.,	Frisco Bldg., St. Louis, Mo.	32.00
Mrs. A. B. Lapsley,	Pomfret Center, Conn.	7.86
The G. H. Cross Co.	Chicago, Ill.	24.00
L. T. Creech,	Humboldt, Tenn.	4.00

The following should be taken from list of Past-Due Accounts:

A. E. Powell,	Presque Isle, Maine.	21.36
W. R. Mason & Son	Crystal Springs, Miss.	4.00

- R. C. BUTNER.

OFFICE NOTES:-

E. E. Conklin will go to Milwaukee in the near future, to investigate complaints under the P.A.C. Act.

H. A. Bowers is spending this week at Indianapolis, Knightstown and Lebanon, Indiana, grading deliveries of canned tomatoes for the Veterans' Adm.

E. P. Bostwick, at Chicago, is doing two weeks' microanalytical work on samples representing several thousand cases of tomato products for certain Indiana canners.

J. A. Marks has completed his supervision of grape inspections at Brocton, N.Y., and is now addressed at the Rochester office.

R. C. Elliott, who has handled the export certificate work at Montreal since July, has now returned to New York City.

Loops of the leased wire to Jacksonville and San Antonio were reopened on Nov. 1.

(See other items on Page 638)

- REGULATORY ACTIVITIES -

The following decision of the Secretary, dated Oct. 28, is decision No. 200, PACA Docket 516. The Secretary in this case did not order publication of the facts, and therefore the decision appears in our D.L. only:

1e. MILES-CONLEY CO., INC., BALTIMORE vs. HARRISBURG GROCERY CO., HARRISBURG, PA.

Complainant sold respondent a car of potatoes on track Baltimore, Md., at a price f.o.b. Baltimore, from which price the respondent had the right to deduct accrued freight charges. The potatoes were inspected by respondent's buyer and also by his broker and thereafter were forwarded to the buyer at a designated point in Pennsylvania, where the buyer refused to accept them for the claimed reason that they did not meet the specifications of the contract under which they were purchased. Thereafter, respondent did take and resell the potatoes and remitted the approximate amount received from such resale.

The Secretary held that respondent inspected and accepted the potatoes and that, having made partial payment of the price, he could only refuse to pay the balance upon the theory that the potatoes did not conform to warranty, but that the complainant had not made any statement regarding the quality of the potatoes that could be construed as a warranty. Reparation award, therefore, was issued in the amount of the difference between the original sale price and the sum remitted by the respondent, or $79.75, plus interest.

2e. HEARINGS TO BE HELD UNDER THE P.A.C. ACT

The following public hearings on complaints under the P.A.C. Act have been announced by the Department. H. P. Dechant, Regional Law Officer of the Forest Service, San Francisco, has been assigned as examiner to preside at these hearings:

Date	Place	Parties Involved
Dec. 6	Los Angeles	K. C. Iwata, Brawley, Calif. vs. T. H. Peppers, Peppers Fruit Co., Los Angeles.
Dec. 7	El Centro	Eng Olson Fruit Co., Minneapolis vs. W. A. Kendall & J. Katekaru Co., El Centro and Brawley, Calif.
Dec. 8	Los Angeles	Angeles Brokerage Co. Los Angeles vs. Geo.P.Eamer, Los Angeles.
Dec. 9	Los Angeles	Utah Fruit & Vegetable Growers, Salt Lake City vs. Western Fruit Jobbers, Los Angeles.
Dec. 10	Los Angeles	Andrews Bros. of Detroit, Inc. vs. Peppers Fruit Co., Los Angeles.

Judge R. L. Dillman, of Solicitor's Office, will conduct the following:

Date	Place	Parties Involved
Nov. 17	Philadelphia	H. A. Spilman vs. E. Hearn, doing business as E. Hearn Co., Philadelphia.
Nov. 18	Philadelphia	Bourk-Donaldson-Taylor Co., Inc., Denver vs. J. P. Wilson, Philadelphia.

(over)

The following hearing also will be conducted by Judge R. L. Dillman:-

Date	Place	Parties Involved
Nov. 21	Washington, D. C.	Frank Sale and W. W. Dougherty, Jr., doing business as The Dousal Co., McAllen, Texas, vs. Max Shapiro, Washington, D. C.

E. F. Mynatt, of the Solicitor's Office, will preside as examiner at the following hearings, with Miss Florine Colvin as official stenographer:-

Nov. 19	Pittsburgh	The Castellini Co., Cincinnati vs. Agricultural Exchange, Pittsburgh.
Nov. 21	Pittsburgh	Freeman & Hill, Rover, Ga., vs. Agrl.Exchange.
Nov. 22	Pittsburgh	A.Zimmerman & Co., Philadelphia vs. Agrl. Exch.
Nov. 23	Pittsburgh	Geo.T. Bell Co., Wilkes-Barre, Pa. vs. " "

C. E. Miles, of the Solicitor's Office, also will attend these hearings in Pittsburgh and act as attorney for the Government in developing the cases which may require disciplinary action.

- F. G. ROBB.

OFFICE NOTES-CONTINUED:- (See other items, page 636)

Mr. Sherman expects to be absent four days, beginning Tuesday, Nov. 15. He will confer with E. E. Conklin, at Chicago, regarding personnel matters. On Wednesday, he will address the Wisconsin Canners Assn., in session at Milwaukee, on "Informative Labeling." On Thursday and Friday, he will attend sessions of the Iowa State Horticultural Society at Marshalltown, giving addresses on the subjects: "The Economic Situation in Horticulture" and "Changes in Market Methods for Horticultural and Honey Products."

R. C. Butner spent Friday of last week in Cleveland, conferring with inspectors regarding the local work.

J. W. Park left last Monday for Atlanta, where he has been attending the Southern Outlook Conference this week, assisting in the discussions on certain fruits and peanuts. From Atlanta he will proceed to various points in Alabama, Mississippi, Louisiana and Texas, to obtain information from shippers and growers regarding the grading of pecans. He may be absent for 3 weeks.

L.C. Carey and T. C. J. Baker spent the latter part of last week at points in southern New Jersey and at Philadelphia and Wilmington, making investigations under the Standard Container Acts.

Movements of the staff of the Regulatory Branch are as follows: C. R. Newton and O. N. Harsha are in New York City. W. H. Steinbauer worked in Detroit the past week and now goes to Philadelphia and Bethlehem, Pa. J. W. Dykes will go to Philadelphia to testify in a hearing, and O. N. Harsha will do similar work in Philadelphia and Pittsburgh next week.

J. C. Bigger has closed the Easton, Md., office and is now at Frederica, Del., grading considerable quantities of canned tomatoes for delivery on Government contracts. Next week, he will return to his permanent headquarters in the Philadelphia office of the Inspection Service.

Loyde M. Billman spent last week at Cheriton, Va., grading canned vegetables. A single request involved 128,000 cases or over 100 carloads.

A. E. Prugh has closed the Fresno market news office, but before leaving next week will issue his preliminary review of the grape season. He will then spend a short while at Brawley before proceeding to Phoenix to operate the news service on winter lettuce, beginning about Nov. 28.

H. V. DeMott, of the Domestic Wool Section, was in Kansas City this week conferring with J.S. Bohannan, of the Solicitor's Office, regarding details of an audit of 1918 wool records of a Chicago dealer.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 43 Nov. 18, 1932.

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication.

1a. A COLD WAVE HITS THE SOUTHERN STATES

G. D. Clark, the Crop Estimates representative in Texas, wired as follows on Nov. 14:-

"The cold wave during the week-end, which attained its greatest severity Sunday morning, Nov. 13, was accompanied by frost that extended as far south as the upper half of the lower Rio Grande Valley. A preliminary survey indicates that the fall tomato crop in Atascosa County and the Winter Garden and Laredo areas was damaged severely, probably averaging 75%. A limited acreage of snap beans, eggplant and peppers in Winter Garden is practically ruined. Snap beans in the Corpus Christi area are probably a total loss. Damage to beans and tomatoes in the lower Valley averages slight, but the few beans in upper portion of the Valley were damaged 25%-50%. On the basis of State acreage, this means 50% damage to tomatoes and snap beans, 25%-30% to peppers, 15%-20% to eggplant."

J. C. Townsend, Jr., of Orlando office, wired on Nov. 15 as follows:-

"Heavy frost in Norfolk and Charleston sections finished beans. Northern and central Florida had light to heavy frosts, but fall crops are practically through harvest. In south Florida there was very little damage, except in the Wauchula section which reports 50% damage to eggplant, beans and cucumbers, but most of these crops are already harvested."

2a. NOVEMBER REPORT OF APPLES IN COLD STORAGE

Last Saturday the following report of cold-storage holdings of apples for Nov. 1 was released by the Department in Washington:-

	Barrels	Boxes	Bushel Baskets	Total Equivalent in Boxes or Bushels
Nov. 1, 1932:	1,276,000	11,912,000	9,397,000	25,137,000
Nov. 1, 1931:	2,285,000	15,472,000	9,787,000	32,114,000
Five-yr. avg:	2,177,000	12,719,000	6,231,000	25,481,000

Total holdings under refrigeration were equivalent to 8,379,000 barrels or 25,137,000 boxes. This is about 22% less than a year ago and 1% below the five-year average for November. Supplies in barrels were 44% lighter than last year and 41% below average. Boxed apples were 23% less than on Nov. 1, 1931, and 6% below average for this month. Stocks in bushel baskets were 4% lighter than a year ago but 51% above the average figure.

3a. ANOTHER ENCLOSURE REGARDING DECISIONS UNDER P.A.C. ACT

With this D.L. all members of the technical staff will receive copies of pamphlet No. 3 containing summaries of decisions of the Secretary in cases under the P.A.C. Act.

- MARKET NEWS SERVICE -

1b. COLDER WEATHER IN SOUTHERN TEXAS

W. D. Googe wrote in part as follows from Brownsville on Nov. 13:-

"This past week closed with considerably cooler weather in the lower Rio Grande Valley. This condition, along with other circumstances, seems to have put growers and shippers in a happier frame of mind. The cold weather probably will put an end to the ravages of insects and worms on winter vegetables here and doubtless make a better demand for Valley products by reducing the supply of homegrown vegetables in sections farther north, where frosts and freezes have occurred. Texas winter vegetables generally are late, but are making progress. The early spring crops of potatoes, beans, onions and tomatoes demand soil preparation, and some planting has already been done.

"Prices for citrus fruit were about unchanged, or around $2 per box for grapefruit and $2.50 for oranges. Reports from the auctions indicate that Texas fruit consigned to them is bringing considerably lower returns to growers than the f.o.b. prices quoted above. So far, no established prices for vegetables can be reported. Snap beans constitute the bulk of the movement, the demand for which became active as a result of the heavy rains in Florida."

2b. MORE MAINE POTATOES BEING SHIPPED BY BOAT

V. H. Nicholson wrote in part as follows in a letter dated Nov. 12:-

"With practically two holidays this week, the trading in Maine potatoes has been extremely sluggish. Growers are still getting 45-50¢ bulk per barrel for Green Mountains.

"A new development has been the increased number of Searsport rail-water routings. From Monday to Friday, 184 cars were billed to Searsport, or an average of 36 daily, compared with 14 per day the week before. Truck movement to points along the coast for re-shipment by boat is still in a moderate volume, but the indications are that it will become lighter as the season advances.

"Growers are holding their stock much more than last year. The haulings have been extremely light, and it appears as if most factors are inclined to wait for an improvement in market conditions. The Maine crop is light, and most factors believe the shrink will be proportionately heavier than last year. The size of the stock in sections north of Caribou has been reported to be much smaller than last season, and indications are that, from Houlton north, there will be a heavier percentage of No. 2's."

3b. ADDITION TO "GOB" PAGE OF CODE

The following addition, effective immediately, was wired to all offices yesterday:- Please add the following to "GOB" page of code and include it with each published Northwestern apple f.o.b. report:

GOBOR F.o.b. range for carlots at Northwestern shipping points. These prices based on reports of sales received and do not cover all sales made.

4b. MORE ABOUT THE EXTREMELY HEAVY RAINS IN SOUTHERN FLORIDA

J. B. Owens wrote from Belle Glade, Fla., on Nov. 12 as follows:-

"The torrential rainstorm which visited this section Sunday night and Monday morning, Nov. 6 and 7, established an all-time record in rainfall here, for a 24-hour period. This deluge in some sections attained the intensity of a cloudburst. This was particularly true around the towns of Canal Point and Pahokee. Recordings made at the plant of the United States Sugar Corporation showed the rainfall to be in excess of 21 inches. Needless to say, this was a lot of water,- entirely too much to be accommodated by the drainage system now in use,- the inevitable outcome being artificial lakes one to two feet deep in fields where a short time before had stood an excellent crop of beans.

"The downpour was heaviest in the vicinity of the points just mentioned, but was sufficiently heavy in other parts of the district to demolish the greater part of the fall bean crop. As a matter of fact, everything north of Belle Glade was a total loss. On the south end of Lake Okeechobee, where the rainfall did not exceed five inches, there is reported to be about 1,500 acres, in all stages of growth, left unharmed. On the several islands adjacent to Belle Glade, the rainfall was comparatively light, and it was first thought that this acreage, consisting of about 500 acres of beans, had also escaped, but the strong winds of Wednesday night and Thursday morning banked the water so high in the lower end of the Lake that it flooded at least half of these fields. There is an additional 300 or 400 acres left on the Shawnee Plantation, about 15 miles southeast of Belle Glade. This plantation is well-equipped with water pumps, which were used successfully during this emergency.

"This devastation of crops is most pathetic but, from a marketing standpoint, it is a blessing in disguise. Had the loss been equally distributed among the growers, it would have been very beneficial, as the prospective crop was far in excess of what could have been marketed successfully. It so happens that the remaining acreage is in the hands of a few, and the crop curtailment will be of no benefit to the great majority. The loss, coming at this time, was particularly severe, due to the fact that practically all of the growers in this section had stretched their credit to the breaking point to make this crop, with the hope of using its returns to finance the customary winter and spring crops. Those growers who have any credit left and are able to obtain some of the so-called frostfree land, which lies close in to the edge of the Lake, are making preparations to plant every available piece of land within the next few days. Barring mishap from frost, this means that there will be a reasonably heavy movement of beans from this section, beginning the latter part of December. This crop, in all probability, will come in direct competition with the crop from the lower East Coast, and will result in a situation similar to that of last year,- that is, an overproduction of winter beans.

"The outlook for the next six weeks is a rather limited supply of beans from this section, and the market should begin to show some favorable reaction within the next few days, or as soon as the water-damaged stock which was shipped immediately after the heavy rains has been disposed of. There has been very little activity on the local f.o.b. market during the past week, largely because of the water-logged condition of the beans. Buyers have had no inclination to invest their money in this kind of beans. However, the price trend has been decidedly upward, in contrast to the very low prices and

stagnant condition which existed prior to the inundation." (Editor's note:- The f.o.b. price advanced from $1 per hamper on Nov. 9 to top of $3.50 on the 15th.)

5b. SUPREME COURT OF WASHINGTON DECIDES IN FAVOR OF C GRADE APPLES

J. D. Hamilton, at Portland, included the following in a recent review:-

"Although the Supreme Court of Washington has rendered a decision permitting shipment of wrapped and packed C Grade apples, no stock of this class has been packed for shipment yet, pending official announcement from the State Department of Agriculture, countermanding their previous refusal to certify the C Grade package. Apple prices are about unchanged, although a healthier tone is evident, with the deal now entirely on a storage basis."

6b. COLD WEATHER IN LOUISIANA;
LOCALLY-GROWN LEMONS NOW ON SALE IN NEW ORLEANS

John W. Coleman sent the following report from New Orleans on Nov. 15:-

"A succession of severe frosts during the past few nights did considerable damage to tender vegetables in the growing area around New Orleans. Snap beans, cucumbers, peppers, squash and okra were hit hardest. Beets, carrots, radishes, parsley, mustard, spinach, collards, shallots and turnips were not damaged, and receipts of these commodities are increasing.

"Louisiana is shipping a few cars of oranges, but most of the output is being used in New Orleans. Prices of oranges are low and receipts from California, Florida or Louisiana are selling mostly within the range of $2-$2.50 per box.

"Light supplies of Louisiana-grown lemons have appeared on the market recently. They are very juicy and of large size. Prices obtained are about the same as for Italian or California lemons.

"Many of the fruit and vegetable dealers here continue to handle pecans as a side line. Last season pecans were plentiful and practically every store sold them. Large sizes are not very plentiful this season, but there is a good supply of small, shelling pecans. Present wholesale prices, f.o.b. New Orleans, are 6¢-7¢ per pound higher than last year. The Stuart variety is selling at 17¢-22¢ and the Success variety at 20¢-27¢ per pound, depending on size."

7b. A RECENT REPORT ON IDAHO POTATOES

R. G. Risser reported as follows in a letter dated Nov. 12:-

"Some improvement in the market for Idaho potatoes has been evident this week, although there has not been as much reaction to the light shipments, passings, and track holdings as might have been expected. Growers are not selling freely, and local dealers report considerable difficulty in securing supplies to fill their orders. Buyers returning from the Twin Falls-Burley section say that field frost is apparent in some of the loadings and may be expected to show up in transit in others. Buyers operating in the Upper Valley are having some trouble to secure stock of good size."

8b. IMPORTANT INSTRUCTIONS ABOUT MAILING MATERIAL TO WASHINGTON

All members of the market-news force, who furnish letters to the Washington office regarding local crop and market conditions, are requested to continue sending carbon copies of all such letters in separate envelopes, addressed directly to G. B. Fiske.

The instructions on page 3 of The B.A.E. News of November 9, regarding the use of a single envelope for mail to Washington, refers only to the mail intended for a single Division of the Bureau. Mr. Fiske is in the Division of Information, and if letters for him are included with mail addressed to the Fruit and Vegetable Division they are likely to be delayed and not reach him in time for the preparation of his various news releases. Mr. Fiske is on another floor of the South Bldg., fully a block away from the F. & V. Division on second floor.

Letters or other communications requiring prompt attention, such as orders for addressograph plates, should not be mailed in the same envelope with daily market reports or other mimeographed material, as the latter do not receive the same attention as does official correspondence.

9b. CODE ADDITION, EFFECTIVE NOVEMBER 25

On the "WA" (Miscellaneous) page of the code, add:

OD U.S. Fancy

10b. LATER NEWS ABOUT THE BEAN SITUATION IN SOUTHERN FLORIDA

On Nov. 15, J. B. Owens sent this additional report from Belle Glade:-

"The Everglades bean crop has suffered no further disaster since that caused by the recent high water. The cold weather which visited practically all north and central Florida Sunday night caused considerable alarm here, but the high winds which prevailed removed any possibility of frost on the east and south sides of the Lake. This damage to the other districts of Florida, and the few remaining sections shipping beans in the United States, left this section practically the only source of supply. The market here has reacted very strongly, and the demand is extremely active.

"Shipments from the Everglades area will continue very light until the recent plantings come into bearing. But, if past experience is of any value, the chances of these plantings producing a crop are rather uncertain. Shipments from this section will hardly exceed 40 cars a week for the next three or four weeks. The East Coast section around Pompano will probably begin in a small way sometime next week, and by the first of December that section should be in full swing with its fall movement, which at no time will be very heavy."

11b. A GOOD REPORT ON FLORIDA CITRUS FRUITS

H. F. Willson wrote as follows from Winter Haven on Nov. 15;-

"The shipments of all classes of Florida citrus are starting off slowly. Up to Nov. 14, the rail and boat shipments of grapefruit, tangerines and mixed citrus were approximately half those of a year ago. Oranges showed even more difference. The estimated production approaches the volume of a year ago. All estimates place commercial grapefruit at a million boxes under the crop of last year or approximately 13% less. Oranges and tangerines are

generally estimated in about the same volume as last season. In some of the commercial forecasts, where these fruits are segregated, oranges are estimated at slightly more than a year ago and tangerines around 15% less.

"This season was much later starting than last year, and the 1932-33 movement will extend into the summer months longer than ordinarily. Then too, due to the unusually high percentage of late bloom, there will be a correspondingly larger quantity shipped during the latter part of the season. The weather up until last Saturday was warm, and the fruit has been slow in coloring and maturing. This fact, coupled with a limited demand, has resulted in light shipments. Now that the weather is cooler and with a better demand for the Thanksgiving market, movement has shown a marked increase and undoubtedly will be fairly heavy until just prior to the Christmas holidays.

"The truck movement, of which a record is again being made available through the courtesy of the State Department of Agriculture, shows proportionately more fruit being shipped by this means than a year ago. As contrasted to the rail and boat movement, where the shipments of all classes of citrus have been considerably less than half those of a year ago, the truck movement has been fully two-thirds that of the beginning of the 1931-32 season.

"An interesting comparison was made with reference to the percentage which the truck movement is of the <u>total</u> citrus forwarded by truck, boat and rail, up to Nov. 11. In this comparison, the mixed-citrus shipments were broken down into their relative amounts of oranges and grapefruit. The results were that 43.5% of the oranges have been shipped by truck, compared with 22.8% for the same period a year ago. Movement of grapefruit by truck has been 12.5% this season, as against 7.6% a year ago.

"One explanation advanced for the increase in percentages of truck shipments is that the early grapefruit matured in insufficient quantities to make carload shipments and that, because of the heavy volume of California Valencias in the larger markets of the North and East, the Southeast was the logical place to market Florida early oranges. The comparison of the volume of this season's truck movement to a year ago is creating considerable interest, because shippers are wondering whether the reduced freight rate to the Southeast under ventilation will cut in on the truck movement.

"For the week ending Nov. 12, about 181 cars of Florida grapefruit sold on nine leading auction markets for an average of $2.88 per box, compared with 216 cars at an average of $2.50 a year ago."

12b. <u>NEW TARIFF ON AMERICAN FRUITS SHIPPED TO GREAT BRITAIN</u>

For some months there has been a 10% ad valorem duty on fruits shipped to British markets. At midnight Nov. 16, the new British tariffs went into effect. On apples and pears, the new tariff is 4 shillings 6 pence per 112 pounds, which at present rates of exchange is equal to approximately 75¢. On grapefruit, the tariff between April 1 and Nov. 30 is 5 shillings (or about 83¢) per 112 pounds and on oranges during that period 3 shillings 6 pence (or about 58¢) per 112 pounds. From Dec. 1 to March 31, the British tariff on citrus fruits is 10% ad valorem. It is understood, of course, that these equivalents in American money will change with the changing value of the pound sterling.

13b. CIRCULARIZATION OF MAILING LISTS

When circularizing mailing lists on the first of the year, it is desired that market stations, and field stations in the long-season shipping areas, request comments on the service from all subscribers. If possible, we would like to have comments, commendations or criticisms from all who reply to the circularizations. Please forward all replies to this office as soon as you have made the necessary changes on your mailing lists. We wish to build up a current commendation or criticism file, which has not been done for some years.

The following circular letter is suggested for your next circularization, which should be made by January 1 or as soon thereafter as possible:

Your name is being carried on our mailing list for daily market reports on _____ and (these reports are / this report is) being mailed to you regularly. Do you wish to continue receiving (it / them) or has your need for the service passed? Of what value has this service been to you? What criticisms or recommendations have you to suggest for increasing the value of the service to you?

The need for economy in Government expenditures is more essential this year than ever before. Therefore, we do not want to incur any expense in continuing to send these market reports to any one who does not need or use them, or whose need for them has passed. It is not the desire of the Market News Service, however, to deprive any one of this service who has a real need for it.

Your cooperation in filling out the following circular letter will be appreciated. We shall also be glad to receive your comments or suggestions. If no reply is received from you by (date), it will be understood that you no longer wish to receive these market reports.

Mail your reply to _____
(insert local office address)

IMPORTANT - Please fill out carefully and fully:

Name _____
Address _____
Occupation _____
Do you wish to continue receiving these reports? _____
*If so, please check reports wanted - (list reports) _____
*(To be used only for those mailing lists to which more than one regular report is being sent at time of circularization)
How are they valuable to you? _____
Comments or criticisms: _____

14b. BRIEF NOTES ON NEW YORK CELERY, POTATOES, APPLES AND CARROTS

R. L. Sutton wrote in part as follows in a letter of Nov. 15:-

"Cold-storage holdings of celery in western New York at the close of business last Friday were 494,410 crates. At a corresponding time last fall, the holdings were approximately 26,000 crates lighter. The market is showing some weakness, and carlots from cold storage have already sold as low as $1. California shippers, no doubt, are planning to have large amounts of new-crop celery in the East for the holiday period.

"It was thought that the raising of the estimate of the New York potato crop by almost 3,500,000 bushels from the October figure would cause additional weakness to develop among shippers; but apparently this has not materialized at this writing. Growers have received a little more encouragement to haul, the price per bushel being stepped up about 3¢.

"Movement of apples for export is being curtailed, due largely to some prevalence of apple maggot in such varieties as Ben Davis and others in favor among the foreign trade. For domestic use, the bulk shipments continue to occupy an important position. Baldwins are more desirable for bulk loading and command the best prices. Some shippers sell loads of bulk stock with half a dozen different varieties.

"It is an uncommon occurrence when carrots for manufacturing purposes exceed in price the ones moving to market for table use. However, this situation has existed recently. Bulk shipments of closely-graded, uniformly-large carrots have sold as high as $10 per ton, whereas stock loaded in 100-pound sacks realized 45¢-50¢."

15b. FINE QUALITY CELERY FROM OREGON

The following comments were published by J. D. Hamilton on Nov. 14:-

"Thanksgiving demand for Oregon celery resulted in sharp increase in carloadings and much stock moving to smaller markets in cars of mixed vegetables. Prices for Oregon celery are steady around 60¢-70¢ per half crate, f.o.b. shipping point. The customary wide distribution has been obtained, with destinations ranging from Minnesota to Texas and Florida. Last week's loadings included some of the finest quality celery ever shipped from the Oregon district, according to inspectors certifying this stock. Puget Sound celery will continue its limited carlot volume as long as weather permits. Cold weather in southern Idaho has definitely stopped all further celery movement from that district."

- B. C. BOREE.

- REGULATORY ACTIVITIES -

1e. ANOTHER HEARING UNDER THE P.A.C. ACT

Judge R. L. Dillman, of the Solicitor's office, will conduct the following public hearing on a complaint filed under the P.A.C. Act:

Date	Place	Parties Involved
Nov. 30	Washington, D. C.	Dingfelder & Balish, Canastota, N.Y. vs. Clowe & Davis, Inc., Washington, D. C.

- F. G. ROBB.

- INSPECTION SERVICE -

1c. COCOANUTS BEING INSPECTED IN NEW ORLEANS

W. W. Anderson sent the following report from New Orleans on Nov. 12:-

"Inspection work here seems to be about as usual, with a fair amount of export orders as well as carlot inspections. It may be of interest to know that I lately have made about 15 carlot inspections on cocoanuts. This seems to be the peak of the cocoanut season and, from now until about the Christmas holidays, the heaviest shipments are expected. Most shipments come by the way of the United Fruit Company from Central America (British Honduras) and Jamaica Island. About 1,500 to 2,000 bags is the usual lot, and the majority of the nuts are sacked at shipping point in heavy burlap sacks, many of which are stenciled. A portion of the cargo comes in bulk and is sacked here on the pier.

"There had been an embargo by the Bureau of Animal Industry on second-hand sacks; however, this has been lifted and cocoanuts are now allowed to move in interstate traffic in second-hand bags.

"With the exception of a few small lots showing heavy breakage due to rough handling, the quality is above the average, though most of the nuts have been small to medium in size. The principal defects are crushed or cracked and dry nuts, while some lots show leaking eyes and sprouting, with a negligible quantity of nuts infested with larvae."

2c. NOTES ON ONION INSPECTIONS IN INDIANA AND MICHIGAN

J. E. Dickerson wrote as follows from Warsaw, Ind., on Nov. 12:-

"I am returning to my permanent headquarters at Indianapolis on Nov. 15. However, receiving-point inspectors should continue to wire the Warsaw office for Indiana onion reports, and the Plainwell, Mich., office on Michigan onions. Reports on Indiana sweet potatoes can be obtained from Indianapolis.

"Onion movement continues moderate, considering the heavy tonnage still to be shipped. But we anticipate a heavier movement, now that the weather has suddenly turned colder. Prices continue below the cost of production, many sales being made as low as 20¢ per cwt. to the grower. Of course the buyer furnishes the sacks, although I saw one car which had just 40% over 2 inches sell for $55, sacks and all.

"Quality continues to be good, with the exception of decay, of which we have an unusual amount this season. Practically all of the decay is Slimy Soft Rot affecting the heart of the onion and, while most growers are very particular in sorting, many cars are still running off-grade on this account. Most buyers will not accept these off-grade cars at any price, preferring that the grower re-sort, so that they can ship strictly U.S. No. 1 stock.

"Indiana sweet potatoes are possibly a little above average in quality, but production is at least 20% short of last year."

IF YOU EVER FAIL TO RECEIVE YOUR COPY OF THE D.L.,
be sure to ask for one promptly.

3c. A 2% TOLERANCE FOR APPLE MAGGOT INJURY ON EXPORT SHIPMENTS

Heretofore, it has been the policy to refuse the Export Form Certificate on any lots of apples which show apple maggot injury or apple maggot. It has now been decided that the Export Form Certificate may be issued on lots of apples showing not more than 2% apple maggot injury. This tolerance is only for maggot injury, and apples must be absolutely free from live maggot before the Export Form can be issued. It is not believed that the 2% tolerance for maggot injury will result in the rejection of shipments to England, but the presence of this injury in excess of the tolerance is very dangerous. Therefore, the Export Form should be refused on all lots which show live maggot or which show more than 2% of apple maggot injury.

When there is an average of not more than 2% of maggot injury nor more than 4% in any one sample, the Export Form Certificate may be issued and no mention made of apple maggot injury, even though it is serious enough to be a grade defect. However, when there is an average of more than 2% of maggot injury or more than 4% to any sample, it should be included with the grade defects to show why the Export Form was refused. While no publicity is being given regarding the 2% tolerance for apple maggot injury, shipping-point supervisors should advise all inspectors working under their supervision regarding this decision.

4c. A HEAVY FINE IMPOSED FOR ALTERING INSPECTION CERTIFICATES

The following letter of Nov. 9 came from F. E. Bailey, of Yakima:-

"I do not believe your office has a record of the disposal of the case of the United States vs. Ira Cleveland: Mr. Cleveland, of Yakima, was indicted last January by a Federal grand jury at Spokane on two counts of altering cooperative Federal-State inspection certificates. On September 12, Mr. Cleveland appeared in court and pleaded guilty to both counts. He was fined $250 on each count, making a total fine of $500, which he paid. The specific charge against Mr. Cleveland was a violation of Section 72, Title 18, U.S.C. - Falsely altering document with intent to defraud United States.

"A parallel case was that of the United States vs. Lou Mickel (Luther W. Mickel). On January 12, 1931, Mr. Mickel pleaded guilty to a similar charge and was fined $100 by the Federal court at Spokane. In Mr. Mickel's case only one certificate had been altered.

"It is interesting to note that, in each of these cases, the alteration consisted of reducing the percentage of decay on apple certificates from 3% to 2%, to make the certificate conform to the U.S. standards for export. In each instance, another party financially interested in the transaction reported the alteration to the Inspection Service."

5c. MAILING CARBON COPIES OF NEWS LETTERS TO WASHINGTON

Please read again Item 1-a in D.L. for Oct. 28, also Item 8-b in this (present) issue of the D.L. Inspectors who send to Washington letters regarding local crop and market conditions are requested to follow the same procedure as outlined in Item 8- b, -that is, the carbon copies of such letters intended for Mr. Fiske should be mailed in separate envelopes directly to him.

INSPECTORS will find much information of value in the market-news section of the D.L., and the reverse also is true.

RECEIVING-POINT INSPECTIONS DURING OCTOBER, 1932

Markets	Total Inspections	Inspections Same Month 1931	Inspections for Carriers	Declined for Lack of Time	Total Fees
Atlanta	29	61	3	0	$ 111.50
Baltimore	42	33	0	0	539.12
Birmingham	2	-	1	0	9.00
Boston	78	147	27	0	621.56
Buffalo	4	18	0	0	17.00
Charleston	1	1	0	0	2.50
Chicago	185	309	4	0	803.45
Cincinnati	42	54	0	0	169.42
Cleveland	13	16	0	0	108.65
Columbus	7	22	0	0	34.83
Dallas	12	15	0	0	77.15
Denver	13	18	5	0	49.50
Des Moines	7	29	0	0	40.97
Detroit	44	46	0	0	179.00
Fargo	0	1	0	0	.00
Fort Worth	12	8	0	0	49.00
Harrisburg	5	11	0	0	20.00
Hartford	31	-	5	0	124.50
Houston	31	32	2	0	162.25
Indianapolis	13	22	0	0	48.00
Jacksonville	14	30	0	0	54.00
Kansas City	57	63	12	3	249.75
Los Angeles	11	20	1	0	27.00
Louisville	15	9	0	0	63.65
Memphis	14	35	13	0	58.00
Milwaukee	100	120	0	0	479.00
Minneapolis	32	23	3	0	129.00
Newark	44	59	0	0	186.40
New Haven	17	61	3	0	75.60
New Orleans	103	157	28	0	225.50
New York	437	605	23	0	4,046.13
Norfolk	7	18	3	0	31.81
Omaha	35	13	0	0	139.50
Philadelphia	236	277	8	0	578.07
Pittsburgh	82	93	24	3	347.76
Portland	6	3	0	0	53.00
Providence	18	33	0	0	74.76
Rochester	3	4	1	0	10.50
Sacramento	1	2	0	0	2.50
St. Louis	61	69	0	0	238.33
Salt Lake City	6	59	0	0	24.00
San Francisco	14	6	4	0	144.00
San Juan	0	1	0	0	.00
Scranton	11	4	0	0	44.00
Seattle	3	3	0	0	44.50
Springfield	28	30	7	0	149.60
Tulsa	9	4	2	0	32.00
Washington	32	39	8	0	228.02
Wilkes-Barre	3	2	3	0	14.00
TOTAL	1,970	2,685	190	6	$10,917.78

Navy and Marine Corps inspections will be published in next D.L.

6c. SPECIAL INSPECTIONS IN CLEVELAND AND BOSTON DURING OCTOBER

The following inspections were made during October under agreement with the Northern Ohio Food Terminal at Cleveland:-

Total	1,142
Nickel Plate	826
B. and O.	55
Erie	18
Pennsylvania	134
Kroger's	73

The following inspections were made during October for various city institutions in Boston under special agreement:-

Passed	264,771¼ lbs.
Rejected	11,542 lbs.
Total:	276,313¼ lbs.

7c. ABOUT 3,500,000 POUNDS OF CANNERY CHERRIES INSPECTED IN MICHIGAN AND OHIO

A recent report from M. W. Baker, of the Columbus office, indicates that 3,520,854 pounds of cannery cherries were inspected under his supervision this past season at two points in Michigan and one point in Ohio. This it the equivalent of about 1,760 tons. In the following tabulation, the places in Michigan at which inspections were made are designated as "A" and "B" and the place in Ohio is designated as "C."

	Period: July 18-Aug.10				June 27-July 15
	Sour Cherries		Sweet Cherries		Sour Cherries
	"A"	"B"	"A"	"B"	"C"
Number of loads inspected:	1,268	571	42	16	127
Number of certificates issued:	1,268	571	42	16	127
Number of samples (100):	196,900	57,100	4,700	1,600	24,300
Number of defects found:	13,896	3,839	360	129	3,006
Average percentage of defects:	7.05%	6.72%	7.65%	8.03%	12.37%
Number of lots rejected:	none	none	none	none	none

8c. STUDENTS FROM WEST VIRGINIA VISIT PITTSBURGH OFFICE

F. S. Kinsey wrote the following from Pittsburgh on Nov. 15:-

"A. J. Dadisman, Head of the Dept. of Farm Economics, University of West Virginia, Morgantown, brought a class in marketing to visit our office in Pittsburgh on November 14. Due to earliness of the hour, no inspections were on the hook, to which it would be appropriate to take the class, but we gave the boys what should have proven a profitable session, nevertheless. Mr. Balster and I had arranged an exhibit of inspection equipment, color-plate handbooks, plaster models, etc., which created considerable interest, and we explained the general process of inspection. Then we answered questions put by Mr. Dadisman for the benefit of the class regarding inspection practices, policies and benefits. When Mr. Boyd arrived from the market, questions concerning the market-news work, and practically all phases of the marketing of fruits and vegetables in Pittsburgh and the rest of the United States as this office is able to observe them, were answered."

9c. ENCLOSURE FOR INSPECTORS

"Official Standards of the State of Maine for Topped Turnips or Rutabagas" is the title of a two-paged mimeographed enclosure with this D.L. for all inspectors.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
TEXAS:	H. T. Longino, Madison Hotel, Harlingen, Texas	Citrus Vegetables	Oct. 1 Nov. 1	Mar. 15 Mar. 15
NEW YORK:	J. A. Marks, 300 Terminal Bldg., Rochester, N. Y.	Fruits & Vegetables	Nov. 7	Dec. 31

Reports on the following products can be obtained from offices indicated:-
Indiana onions . . . . . Federal-State Inspection, Court House, Warsaw.
Michigan onions. . . . . Federal-State Inspection, Plainwell, Michigan.
Indiana sweet potatoes. . Indianapolis office.

10c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from list of Past-Due Accounts:

Mrs. A. B. Lapsley,	Pomfret Center, Conn.	$7.86
H. Koester,	New York City	3.00
Atlantic Commission Co.,	New York City	4.00

The following should be added to list of Past-Due Accounts:

Stanley Armstrong,	Freewater, Oregon	$4.00

- R. C. BUTLER.

OFFICE NOTES:

Mr. Sherman plans to go on Nov. 30 to Chicago, where he will attend meetings of the National Assn. of Commissioners, Secretaries and Departments of Agriculture. He will give an address on: "The Present Situation in the Standardization of Fruits and Vegetables."

A. E. Mercker, Secretary of the Interstate Early Potato Committee, attended the Southern Outlook Conference at Atlanta last week, and has since been attending potato outlook meetings at Jacksonville, LaCrosse and Hastings, Fla.; Savannah, Ga.; Beaufort and Charleston, S. C.; and Raleigh, N. C. He expects to be back in Washington by Monday.

L. C. Carey expects to be absent from Nov. 25 to about Dec. 7, visiting a large number of points in western New York, to make investigations under the Standard Container Acts and to collect samples.

T. C. J. Baker expects to leave immediately after Thanksgiving Day and make investigations under the Standard Container Acts in the South until Jan. 2. He plans to visit various points in the Gulf States and in Tennessee and Kentucky.

Brice Edwards, who travels in the field for the licensing section of the Regulatory Branch, has spent the past few weeks in Chicago, and now will proceed to points in Indiana, Ohio, Kentucky, Tennessee, Georgia and Florida.

D. C. Beeler, who substituted in the Columbus office for some weeks, returned to his headquarters in Chicago about Nov. 1.

OFFICE NOTES-CONTINUED:

Additional investigations under the P.A.C. Act are as follows:- W. H. Steinbauer has gone to Windsor, N. J., in addition to points mentioned in the last D.L., and O. M. Harsha was in New Haven last Saturday. G. W. Winfrey, of the Louisville office, has been authorized to make investigations of complaints at various points in Kentucky, Tennessee, Alabama, Louisiana, Missouri, Iowa and Illinois within the next few weeks.

R. L. Spangler is now in Maine, investigating the grading of potatoes. G. Ray Warren, who in past seasons supervised the shipping-point inspections of Maine potatoes, was at Caribou on furlough and will now accompany Mr. Spangler to the important loading points in that territory.

J. J. Gardner has completed his supervision of apple inspections in the Martinsburg, W. Va., area and will return to Pittsburgh next week, stopping at the Washington office on Monday.

F. S. Kinsey, who has been substituting in Pittsburgh, will return next week to the New York City office of the Inspection Service.

A. S. Mason, at San Juan, Puerto Rico, has advised us that he will have enough inspection work on salvaged citrus fruit, and on fruit from sections of the Island not affected by the September hurricane, to keep him busy probably until the end of this year. For a few weeks, Mr. Mason had been doing investigational work in behalf of the Federal Intermediate Credit Bank of Baltimore, San Juan Branch, in connection with the reconstruction program.

Apple market reports at the Grand Rapids, Mich., office of the News Service were discontinued on Nov. 12 instead of being continued into December.

In addition to his regular Friday radio talks on the fruit and vegetable markets, C. J. Hansen, of the San Francisco office, gave on Nov. 7 through Station KPO a radio talk on the Market News Service. This talk was presented during the Federal Business Men's Association meeting in that city.

J. E. Dickerson, Supervising Inspector in Indiana, served as one of the judges at the Northern Indiana Muck Crops Show, held at South Bend last week. On Friday he gave a talk on the essentials of standardization, and also gave a series of grading demonstrations. Mr. Dickerson's return to Indianapolis has been delayed about a week, to permit him to attend a meeting of Indiana canners and two sweet-potato meetings in that State.

W. L. Jackson, of the Los Angeles market-news staff, is author of an article entitled: "And Now the Artichoke --" in November issue of the Western Grower and Shipper.

LOUISVILLE, KY., office is being moved next week to Room 434, New Federal Building. Please note this change on the Inspectors' Address List.

Thanksgiving Day, Nov. 24, will be observed as a holiday in all offices. No Division Letter will be issued for Nov. 25. Next issue will be on Dec. 2.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 44 Dec. 2, 1932.

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication.

NO DIVISION LETTER WAS ISSUED FOR NOV. 25

1a. CHANGES IN SYMBOL NUMBERS ON SCHEDULES OF COLLECTION

In view of the retirement of Mr. A. Zappone from the service, Mr. W. R. Fuchs became Disbursing Clerk for the Department on Dec. 1. Schedules of Collection submitted for regular deposits beginning with Dec. 1 should have the symbol number changed from 70,001 to 70,005, and on the Special Deposit Account Schedules of Collection the symbol number should be changed from 79,751 to 79,761. The name of A. Zappone at the top and bottom of the schedule should be changed to W. R. Fuchs.

2a. HELP TO LOCATE H. T. HOLTON

H. T. Holton operated at one time as the Leesburg Vegetable Exchange, Leesburg, Fla.; later at Dothan and Mobile, Ala. and at points in Texas. Anyone having knowledge of this party should notify H. A. Spilman, in the Washington office.

3a. REVISED TABULATIONS OF CARLOT SHIPMENTS

The Washington office now has available mimeographed copies of the revised 1931 carlot shipment tabulations, covering 46 important products. The group of tabulations is bound with a special cover, and inside the cover is a 10-year tabulation on the basis of products. The detailed tables for each commodity show shipments by months and by States. The total movement for 1931 is now given as 1,023,333 cars. Copies of this revision have been mailed to all market-news offices. Other employees can obtain copies on request.

4a. NEARLY 13,000,000 CRATES OF LETTUCE FROM CALIFORNIA AND ARIZONA

The agricultural department of the Los Angeles Chamber of Commerce calls attention to the fact that about 42,000 carloads of lettuce were shipped from California and Arizona in 1931. This quantity, they say, represented 12,600,000 crates, which "required 68,000,000 board feet of lumber, or sufficient to build 9,000 five-room houses."

Their estimate of the number of board feet required to make a crate may be slightly excessive but, even so, the figures are approximately correct and are amazing evidence of the importance of the far-western lettuce industry.

FIELD LETTERS INTENDED FOR USE IN THE D.L. SHOULD BE TIMED TO REACH WASHINGTON OFFICE NOT LATER THAN THURSDAY NOON.

- MARKET NEWS SERVICE -

1b. FROSTS IN RIO GRANDE VALLEY; LARGE ACREAGE OF GREEN PEAS

The following came from W. D. Googe under date of Nov. 27:-

"The lower Rio Grande Valley, during the past week, has had numerous light frosts which have damaged tender vegetables. Near the coast, perhaps half the beans, peppers, tomatoes, etc., have been lost, while farther back practically all of these crops have been killed. On the other hand, cabbage, carrots, spinach, peas, etc., appear to be in good condition, since insect damage is less as a result of cold weather. More than 100 cars of vegetables have been moved to date, and if prices are at all favorable a considerable increase may be expected during the coming week.

"The most surprising feature is the widespread acreage of green peas, a crop which in other years has played only a small part in the vegetable movement from the Valley. So far, the crop has had favorable growing weather, and indications now point to a good yield.

"Grapefruit shipments recently were lighter, partly as a result of decreased activity around Thanksgiving. The markets reported only a limited demand. All citrus is maturing rather slowly, due to the sub-normal temperatures which have prevailed."

During the week ending Nov. 19, the lower Rio Grande Valley experienced the coldest weather on record there for the month of November. Another paragraph from Mr. Googe's letter of Nov. 20 is quoted below:-

"Shipments of grapefruit for the week of Nov. 13-19 were about 200 cars by rail and 50 by motor truck, or practically double the movement of the week before. Quality was considerably better. The average price paid at auctions in six cities (St. Louis, Chicago, Detroit, Cleveland, Cincinnati, Pittsburgh) was $2.94 per box, compared with $2.47 the preceding week. It was noted, however, that offerings at these auctions were considerably lighter, particularly the offerings of Florida stock."

2b. SOME TEXAS GRAPEFRUIT GOES TO CANNERIES OR JUICE PLANTS

In a recent letter to a packing corporation in Florida, the following information was sent by W. D. Googe, at Brownsville:-

"With reference to Texas grapefruit moving to canneries or juice plants, I am advised that during the 1930-31 season about 50,000 cases were produced. For the 1931-32 season, the volume was negligible, due to market conditions. Some of the canneries plan to put up a limited quantity this year.

"During last season, it is estimated that of the total production in Texas some 200 or 300 carloads were lost, as a result of low prices and some quantities being destroyed by the quarantine authorities."

3b. SUMMARIES ISSUED

The following additional summaries have been issued from Washington:-

"Marketing South Florida Vegetables (Snap Beans, Peppers and Tomatoes), 1931-32 Season," by J. B. Owens.

"Marketing Arizona Lettuce, 1931 Fall Season," by A. E. Prugh.

4b. NOTES ON CALIFORNIA AND ARIZONA LETTUCE AND IMPERIAL VALLEY PEAS

The following report came from A. E. Prugh, at Brawley, on Nov. 21:-

"The California Cooperative Crop Reporting Service estimates the lettuce acreage in Imperial Valley at 30,000. B. A. Harrigan, the Agricultural Commissioner, reports 29,834 acres, but estimates the effective stand reduced 27% under this amount on account of losses caused by hot weather following early plantings and the effect of the very heavy rains of Oct. 8 and 9.

"Many of the fields look very spotted, especially in low places and at the end of the furrows where the water lay. Some fields were replanted wholly or in part. The stand left from the original planting looks very good. Fine growing weather has prevailed recently. Shippers are predicting movement to be under way by Dec. 10 and, unless market conditions are too poor, the December movement should be twice that of last season when only 391 cars were shipped. The high prices late in December, 1931, and early in January, 1932, caused considerable acreage to be planted to come on early this season.

"In Arizona the half-dozen cars of lettuce, shipped the last week in October and early in November, came from a small acreage in the Big Chino Valley. The Eloy district started a few cars around Nov. 10 and had increased to 25 cars by the 20th, which may be the peak for that district, although movement about that heavy is expected all this week. The quality from Eloy is reported very good. According to a report of J. M. Foote, acreage in Arizona is listed as follows for the fall lettuce crop: Eloy 1,755, Salt River Valley 8,010, Yuma 1,328, Rittenhouse 200, Winkleman 200, or a total of 11,493, compared with harvested acreage last fall of 12,836. Movement from Salt River Valley is expected to start at the usual time, around Dec. 1.

"San Fernando Valley in California started with 3 cars Nov. 14, increasing to 14 the 15th and 44 the 16th. This district has 4,400 acres and indications point to a heavy crop, which will offer serious competition to Salt River Valley. The cash f.o.b. market in San Fernando Valley was reported at $1.25-1.35 for U.S. No. 1 grade on Nov. 18, and since then practically no [illegible] trading.

"In northern California, the Sacramento-Woodland district reports indicate that 50% to 60% of the lettuce acreage is 'blown up.' Last fall, northern California moved 787 cars in November and 447 in December, so that the light output expected this season may help Arizona, although the acreage in the Sacramento Valley this fall was listed at 4,400 and northern California movement reached 55 cars the 18th.

"Imperial Valley growers and shippers have had a good green-pea deal so far this season. The fall acreage was estimated at 8,500 acres, but the heavy rains early in October cut down the stand to 50%-75% of normal. Recently the growing weather has been fine, and yields from the remaining stand are better than anticipated. The first car was shipped Nov. 2 and 187 cars had moved through the 20th. The carlot cash f.o.b. price opened at $1.65-$1.75 per hamper and quickly advanced to $2.25-2.50, but settled back to $2.10-2.15 by the 19th, with heavier shipments. Shippers did not expect the peak to be over 15 cars, but 21 cars went out the 20th. Last fall, a heavy frost on Nov. 19 practically ruined the crop and only 284 cars were shipped in November and 1 in December, compared with 737 in November and 170 in December two years ago. Peas are being shipped in hampers 30 pounds net and 32 pounds billing weight; small crates with the same weights, and larger crates 40 pounds net and 68 pounds billing weight, including ice. Shipped bunkers empty, with top ice, the cost per hamper is about 49¢ to Chicago and 59¢ to New York, and large crates $1.04 to Chicago and $1.25 to New York."

5b. RUSSET BURBANK AND GREEN MOUNTAIN POTATOES BEING GROWN IN MICHIGAN

The following letter came from C. D. Schoolcraft, at Detroit, on Nov. 22:-

"A straight car of Michigan-grown Russet Burbank potatoes packed in 15-pound cotton bags was received in Detroit on Monday. This, to my knowledge, is the first lot of Michigan-grown Burbanks of any consequence, to be offered here.

"These potatoes were grown around Gaylord, in Otsego County, near the northern end of the southern peninsula. This is one of the major potato-producing sections, Otsego County being the second largest carlot shipping county of the State last season. The Russet Burbanks are of generally good appearance, mostly medium size, smooth and clean, although they were not washed. They are slightly darker than most unwashed Idaho Russets and sell at 20-21¢ per sack, compared with 22-23¢ on best Idaho stock.

"During recent years, Michigan potato growers have come to realize that the Michigan Russet Rural is not of as high cooking-quality as most varieties with which it must compete, and experiments are being conducted in various sections of the State to find a better variety that will meet local conditions. Two years ago some Green Mountains were grown on the northern peninsula, and I understand there was quite an acreage in that section this year. Several cars of that variety have been sold here this year and, while they have not been able to command the price of Maine Green Mountains, they bring a premium of 10-20¢ per cwt. over Russet Rurals."

6b. SOME IDAHO POTATOES NOT KEEPING VERY WELL IN STORAGE

R. G. Risser wrote as follows from Idaho Falls on Nov. 26:-

"Mild cloudy weather, moderate loadings, difficult trading conditions and a rather dull market were the principal features of Thanksgiving week in the Idaho potato districts. Growers have not been selling freely, preferring to take chances of an improvement in the market for later sales rather than to accept current offers of dealers.

"Reports of considerable dry rot in the Twin Falls-Burley section have recently been received. Stock is said to be showing up badly in farm storage, partly because of this condition and because of field frost in storage stock.

"One of the interesting developments this year has been the rather heavy movement to northern and central California via Twin Falls, Idaho, and Wells, Nevada. Despite the fact that that section of California is the principal producing district for potatoes of the Long White type and is also one of the chief marketing districts for Oregon and Washington Russets, it has drawn heavily upon Idaho this year for its potato requirements."

7b. ABOUT ONE-SIXTH OF MAINE POTATO SHIPMENTS HAVE GONE BY BOAT

V. H. Nicholson wrote in part as follows in a letter dated Nov. 26:-

"Of the 7,685 cars of potatoes shipped from Maine to date, 870 have been billed to Searsport for boat shipment and 432 cars have been shipped by boat after being trucked to the coast. This is a total of 1,302 cars by boat or nearly 17% of the entire movement, and it does not take into consideration the stock which has been trucked to the coast and stored for shipment later in the season.

"The Maine f.o.b. market has strengthened slightly, but the volume of trading has been quite light. Most shippers seemed content to fill orders

booked last week, rather than sell on a rising market. The price to growers has been generally 60-70¢ bulk per barrel all week, with the top price of 85¢ reported for one load at Caribou. This compares with the 50¢ per barrel a year ago. Apparently a few cars of seed potatoes are now moving, but these shipments have not been as heavy as at this time last season."

8b. MICHIGAN MARKET IMPROVED FOR ONIONS AND POTATOES

R. E. Keller sent the following information from Grand Rapids:-

"Cold weather recently has materially brightened both the potato and onion situation. The demand, especially for onions, has picked up and shippers are now able to consummate f.o.b. sales, whereas previously such sales were difficult to make at any price. Prices have advanced 2½-5¢ on 50-pound sacks of yellow onions, and 10-12¢ on 100-pound sacks of U.S. No. 1 potatoes. Both potato and onion shippers are paying 20¢ bulk per cwt. to the farmers for farm stock, and deliveries are very light. Most farmers have their stock under cover and are not offering their produce at present prices.

"Lower freight rates and licensing restrictions on truckers thus far have materially reduced the truck movement of Michigan potatoes to the more-distant markets, but truck movement continues to supply most of the nearby cities.

"Supplies of late varieties of apples are light. This is especially true of common-storage farm stock, and also of cold-storage holdings. Most of the remaining fruit will move to local centers. In fact, supplies of boxed apples are in evidence in many of the Grand Rapids' stores, whereas a year ago local fruit dominated retail outlets until the spring months."

9b. RECENT NEWS ON WESTERN NEW YORK CROPS

R. L. Sutton wrote in part as follows in a letter dated Nov. 29:-

"The recent numerous freezes have rendered practically all cabbage left in the fields unfit for shipment. Loadings are mostly from storage, and growers in all sections are receiving or asking for higher prices. Some local dealers are paying $5 per ton for storage stock. However, the prevailing price holds mostly around $4. Although the estimated stocks on hand in this State on Nov. 1 were 134,000 tons, there will be a large reduction due to waste in the fields and deterioration in storage.

"With excessively-heavy storage holdings and limited f.o.b. buying, the market for celery is in a weak position. On Nov. 25, the volume under refrigeration in western New York was about 413,000 crates, or 60,000 more than a year ago. Present supplies are equivalent to nearly 1,500 carloads. With only the next few weeks available for advantageous marketing, it is going to be a serious problem to dispose of this crop. After the trade requirements for the Christmas season have been satisfied, the demand naturally will decline. Toward the beginning of the new year, much variation in condition develops in storage stock and the added competition of the new crop from Florida enters the picture. California also has been shipping actively for several weeks.

"Slight advances have occurred in f.o.b. sales of potatoes. In a few cases, the price to growers was raised about 2¢ per bushel. However, the prevailing growers' price holds mostly at 25¢ per bushel.

"The apple market has shown little of new development. General quality is reported to be substantially better than last year. The common-storage supplies of Baldwins are practically exhausted, and very little business has

developed for cold-storage stock. Dealers and brokers are quoting around $1.25 for Baldwins out of cold storage.

"Stocks of onions on hand in New York State on Nov. 1 were estimated at nearly 1,695,000 bushels. or slightly more than holdings of two years ago and about 70% above last season's corresponding figure. The market continues dull."

10b. FURTHER DEVELOPMENTS IN THE WISCONSIN POTATO SITUATION

A. M. McDowell wrote from Waupaca in a letter of Nov. 20 as follows:-

"Railroad rates and regulations continue to be of much interest to Wisconsin potato shippers. There have been no further developments with regard to rate reductions, but the roads this week withdrew the privilege of shippers' protective service, and it was believed that carriers' protective service would become compulsory. However, it was learned that cars may still be billed to move under standard ventilation, and that shippers may add a notation that 'vents and plugs are to remain closed to destination.' The heater charge amounts to 4¢ per cwt. to Chicago and 5¢ to most other points beyond, and shippers are anxious to avoid this expense if possible, especially at the present low price of potatoes. During the mild winter last season, very few cars were shipped under carriers' protective service, shippers preferring to wait until the weather moderated, and the same practice probably will be followed whenever possible during cold spells this season.

"Demand during the past week was the best of the season and f.o.b. prices advanced. Growers were receiving 25-35¢ bulk per cwt., with only light receipts at most warehouses."

11b. MATURITY INSPECTIONS CONTINUED ON FLORIDA ORANGES AND GRAPEFRUIT

The following timely information came from H. F. Willson on Nov. 29:-

"At a meeting of Florida citrus growers, shippers, representatives of the common carriers, and State officials, -held at Winter Haven on Nov. 25,- it was decided to continue the State maturity inspection on oranges and grapefruit until Dec. 20. The regular inspection service period ends Nov. 30. The Commissioner of Agriculture, Nathan Mayo, announced that all the customary rules and regulations would apply during the extended period, with the exception that individual express shipments of 5 boxes or less will not require inspection. Cost of the extended inspection will be assumed by the State, as under the Green Fruit Law payment cannot be required of shippers after Dec. 1. There are no restrictions on tangerine shipments.

"The extension of the maturity inspection is an emergency measure, which was considered essential by the majority of the citrus industry. The late and varied bloom resulted in conditions that required these special regulations. The primary object is to furnish the consumer with mature fruit of good quality and, by extending the inspection period, it is believed that a large quantity of immature poor-quality fruit will be kept off the market and there will be a beneficial effect to the industry as a whole."

12b. HIGH PRICES PAID FOR SNAP BEANS AT FLORIDA SHIPPING POINTS

J. B. Owens wrote in part as follows in a letter of Nov. 29:-

"The Belle Glade f.o.b. market on snap beans has been very active. Buying has been mostly of a speculative nature, but each day's offerings have met with a good demand. The market reached its highest level for the season on Nov. 23, when the best Bountifuls were quoted at top of $4.60 per hamper. At this point

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N. Y.* 300 Terminal Bldg.	837	R. L. Sutton	Onions	Sept. 1	Apr. 8
			Carrots	Sept. 1	May 20
			Cabbage	Sept. 1	Mar. 25
			Celery	Sept. 1	Jan. 14
			Apples	Sept. 8	May 20
			Potatoes	Oct. 10	May 20
PRESQUE ISLE, ME.* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 14	Apr. 29
WAUPACA, WIS.* Court House	894	A. M. McDowell	Potatoes	Sept. 15	Mar. 25
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 19	May 6
WINTER HAVEN, FLA.* Dewitt-Taylor Bldg.	920	H. F. Willson	Citrus	Nov. 1	May 20
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus	Nov. 1	Apr. 1
			Vegetables	Dec. 1	June 1
GRAND RAPIDS, MICH.* 412 P. O. Bldg.	895	R. E. Keller	Apples#	Nov. 7	Nov. ~~12~~ 14#
			Onions	Nov. 7	Apr. 1
			Potatoes	Nov. 7	May 20
BELLE GLADE, FLA.*	957	J. B. Owens	Beans	Nov. 7	Dec. 31
PHOENIX, ARIZ.* 602 Security Bldg.	815	A. E. Prugh	Lettuce	Nov. 30	Jan. 6
The following station probably will close on date indicated:					
MARTINSBURG, W. VA. Court House	835	R. M. Peterson	Apples	Sept. 12	Dec. 9

* State cooperating. # Reports discontinued.

W. D. Hull in Portland, Oregon.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

- (continued from Page 658):

a weaker tendency developed and, by Sunday, the price had dropped to $3.50. By Monday, Nov. 28, the New York and Chicago markets showed a sharp advance, and the improvement in those markets served to stimualte prices here, the best Bountifuls selling at $4-$4.25 per hamper. In spite of heavy losses suffered by this section, carlot movement of beans continues in greater volume than was expected. Daily movement the past two weeks has averaged about 15 cars, or twice as many as were anticipated during that period. The East Coast will now add some volume to the Belle Glade shipments." - B. C. BOREE.

- INSPECTION SERVICE -

1c. THIRD GRADE WASHINGTON APPLES MAY NOW BE PACKED IN STANDARD BOXES

F. E. Bailey wrote the following letter from Yakima on Nov. 23:-

"Apples:- The Supreme Court of Washington recently ruled that it is legal to wrap and pack the present 3rd Grade Washington apples in the standard apple box. Immediately after this decision was rendered, growers and shippers raised the question as to whether the Supreme Court action reinstated the old C Grade. After about a week, the State Department of Agriculture issued a statement to the effect that it is now legal to pack the 3rd Grade in the standard box, but the box must be marked '3rd Grade,' as there is no officially-recognized C Grade in this State at the present time and probably will not be until an official grade hearing recommends such a grade.

"Shippers who are desirous of exporting apples corresponding to the old C Grade are packing according to the 1931 C Grade specifications, and this stock is certified as follows:

'... although marked 3rd Grade, stock meets'
requirements of 1931 Washington C Grade.'

"The establishment of special freight rates to parts of the middle-western territory for apples in some of the new non-standard containers is another outgrowth of the recent C Grade restriction, which is said to have added to the demoralization of the apple market. Customers in the territory to which these special rates are granted know they can buy 3rd Grade fruit in these containers at a decided advantage because of this rate and, therefore, buy this stock in preference to the upper grades. While the territory to which these rates apply comprises only a small part of the country, there is no doubt but what the rates have aided in stimulating the movement of low-grade fruit at the expense of the better stock.

"Potatoes:- In September, I wrote about the growing practice of washing potatoes in the Yakima Valley. Since the potato-washing equipment does not include any means for drying the stock, it was found with the advent of cooler weather that potatoes wet from washing, when loaded aboard cars, frequently showed a tendency to develop surface molds in transit. This was especially true, if the stock carried any Rhizoctonia sclerotia. This fungus especially seemed to start growth and spread a film of dark grey mold over the tuber.

"It was also believed that the wet potatoes frequently developed more decay in the cooler weather. Therefore, there has been a marked decrease in washing since mid-October, and washing is generally restricted now to those lots which come from the field caked with heavy clay-type soils. All shipments which were sold for storage were packed without washing.

"Christmas trees:- This is a product which has been subject to shipping-point inspection in a small way in the Pacific Northwest. Last year, 36 cars were inspected. This season, shipments started on Nov. 21 and, while there will be no increase in the number of shipping-point inspections, it is interesting to note that the shippers each year are taking more interest in the grading of their product, and this season two shippers have issued printed grades. The Carl Leon Co., of Seattle, estimates that Christmas tree shipments

of all firms operating in Oregon, Washington, Idaho, Montana and British Columbia will aggregate 800 cars this season."

2c. SEND IN MORE SPECIMENS FOR PATHOLOGISTS

The Washington, New York and Chicago offices have a few regular contributors of diseased specimens for pathological diagnosis. Inspectors in general should use the services of the pathologists in this way to a greater extent. It frequently happens that new decays of various products are found on the market, which are so nearly like other common ones that mistakes are likely to be made in their diagnosis. For this reason, it is well for all inspectors to send in specimens freely, in order to have their diagnosis confirmed. This should be done even of the more-common troubles, which sometimes appear in rather unusual forms. No inspector need feel that it is any reflection upon his ability to request information on such matters. On the contrary, it shows a commendable interest in his work.

The pathologists, in order to furnish the greatest possible service to our inspectors, must be kept in touch with all manifestations of the diseases of fruits and vegetables, which come under the observation of our inspectors. Each inspector, therefore, will be rendering a double service by sending in specimens in this way,- first, he will be more sure of his diagnosis and keep himself properly informed on such matters, and, secondly, he will be of service to the pathologists, who always appreciate receiving such specimens.

In case you do not have a supply of the corrugated boxes, for mailing specimens, advise the Washington office.

3c. WARNING REGARDING CAR HEATERS

At this time of the year many cars are heated by charcoal burners. Inspectors are warned to be very careful when working in such cars and not enter them until the cars have been ventilated. The gas produced is deadly carbon monoxide and takes effect on a person without his being aware of it. Several inspectors in the past have had narrow escapes. When called to inspect a car in which the heater is burning, it is best to get in touch with the applicant and inform him of the reason for declining the request. For further information, refer to paragraphs 16 to 18 inclusive, Part I, Inspectors' Handbook.

4c, CHECK UP ON YOUR THERMOMETERS

This season of the year is a good time for each office to stock up on its supply of thermometers and check the accuracy of those now on hand. Each man has been supplied with two thermometers and he should send one of these at a time to the Regional Supervisor, so that they can be checked by comparison with thermometers which are known to be accurate. He will then be supplied with thermometers which record correct temperatures.

In October, there came from the Government Printing Office copies of Circular No. 245, entitled: "Spoilage of Tomatoes in Transit, as Shown by Inspection Certificates, 1922-1930." Co-authors are Neil E. Stevens and Nellie W. Nance, of B.P.I.

-- INSPECTORS should read Item 11b on Page 658 of this D.L. --

5c. A NEW TABULATION OF SHIPPING-POINT INSPECTION WORK

Beginning with this issue of the D.L., a monthly report of inspection work at shipping points will be published in the following form:

Total Shipping-Point Inspections During October, 1932

State	*Inspections	State	*Inspections
California	7,304	Nevada	1
Colorado	2,950	New Jersey	11
Delaware	219	New York	2,243
Florida	35	North Carolina	1
Idaho	3,387	North Dakota	90
Illinois**	-	Ohio	268
Indiana	705	Oregon	2,282
Iowa	84	Pennsylvania	1,791
Kansas	16	Texas	41
Louisiana	238	Utah	593
Maryland	376	Virginia	2,319
Massachusetts	5	Washington	5,237
Michigan	215	West Virginia	1,413
Minnesota	360	Wisconsin	49
Montana	169	Wyoming	18
Nebraska	10	TOTAL	32,430

* In nearly all cases, these figures represent carloads.

** Report not received.

6c. BRANDS OF CITRUS FRUIT IN FLORIDA

Through O. G. Strauss, we have received copies of a large chart or poster, listing the brands of fruit shipped by the Florida Citrus Exchange. Under each sub-exchange and each packing house, the brands are segregated under Super-Sealdsweet or Sealdsweet (No. 1) in the left-hand column and under Mor-Juce (No. 2) in the right-hand column. A copy of this chart is being sent with this D. L. to each inspection office. Where inspectors have the necessary time, it may be advisable to type off the brand names in alphabetical order under the three grade designations for more-convenient reference.

7c. SPECIFICATIONS FOR "EVERGREEN BRAND" CHRISTMAS TREES

With this D.L., inspection offices in the following markets will receive a copy of the illustrated specifications for "Evergreen Brand" Christmas trees, shipped by the G. R. Kirk Company, Tacoma, Wash.:-

New York	Wilkes-Barre	Detroit	Kansas City
Newark	Pittsburgh	Milwaukee	Des Moines
Philadelphia	Buffalo	Chicago	Omaha
Baltimore	Cleveland	Minneapolis	New Orleans
Harrisburg	Columbus	Indianapolis	Fort Worth
Scranton	Cincinnati	St. Louis	

If other inspectors feel a need for these specifications, they can request copies from the Kirk Company. Our limited supply has been sent to the offices which are likely to have inspections of these trees.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
TEXAS:	H. T. Longino, Madison Hotel, Harlingen, Texas	Citrus Vegetables	Oct. 1 Nov. 1	March 15 March 15
NEW YORK:	J. A. Marks, 300 Terminal Bldg., Rochester, N. Y.	Fruits & vegetables	Nov. 7	Dec. 31
ARIZONA:	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Lettuce	Nov. 25	Jan. 15
	R. H. Bertelson, Nogales, Ariz.	Mexican vegetables	Dec. 1	May 1

REPORTS on the following products can be obtained from offices indicated:-
Indiana onions..... Federal-State Inspection, Court House, Warsaw.
Michigan onions..... Federal-State Inspection, Plainwell, Michigan.
Indiana sweet potatoes..... Indianapolis office.

8c. FURTHER NEWS ABOUT VIRGINIA APPLE INSPECTIONS

T. W. Ayres sent the following report from Winchester on Nov. 25:-

"Since the apple harvest has been completed, requests for inspections out of cold storage have been very light. During the week ending Nov. 19 only 63 inspection certificates were issued in the various sections, one point not reporting.

"We do not expect very active inspection work until after the first of January. Quite a quantity of Virginia fruit was placed in storage in England, prior to the enforcement of the new tariff charges, and this fruit probably will have to be sold before there can be a price reaction sufficient for the growers to export fruit from this side, which would be mostly of Utility grade.

"In nearly all the cold-storage plants over the State, there is a large proportion of Unclassified stock in baskets and barrels, which will be sold largely to motor trucks. There is still a considerable quantity of bulk fruit going to the southern markets in motor trucks.

"We have only 9 inspectors on the roll now, and these men are spending half their time on other State projects."

9c. ADDITIONS TO PAST-DUE ACCOUNTS

The following should be added to list of Past-Due Accounts:

W. R. Mason and Son,	Crystal Springs, Miss.	$4.00
Gatesville Produce Co.,	Gatesville, Miss.	1.00
E. W. Davis,	Harrisburg, Pa.	1.00
Webb Brothers,	Houlton, Me.	4.00
M. E. Mowery,	Mechanicsburg, Pa.	4.00
L. O. Mowery,	Newville, Pa.	8.00

The following should be taken off the list of Past-Due Accounts:

W. W. and W. T. Newcomb,	Rupert, Idaho	$4.00

INSPECTIONS FOR THE NAVY AND MARINE CORPS DURING OCTOBER, 1932

SYMBOLS:- N - NAVY M - MARINE CORPS	ALL FIGURES IN THESE COLUMNS REPRESENT POUNDS									
	Fruits and Vegetables PASSED		Fruits and Vegetables REJECTED		TOTAL QUANTITY INSPECTED		"Cuts" made to comply with specifications		Items Billed Short-weight	
STATIONS	N	M	N	M	N	M	N	M	N	M
Great Lakes	157325	0	36360	0	193685	0	0	0	0	0
New York	105969	54138	10044	1475	116013	55613	0	351	0	0
Norfolk	145767	0	0	0	145767	0	0	0	0	0
Philadelphia	183418	26105	7819	0	191237	26105	1286	91	0	0
San Diego	1053707	51295	69469	1169	1123176	52464	13995	681	0	0
San Francisco	1000657	47472	120200	250	1120857	47722	0	0	0	0
San Pedro	1379708	0	17369	0	1397077	0	2239	0	0	0
Vallejo	170588	19722	13039	1000	183627	20722	178	0	0	0
Washington	37429	0	845	0	38274	0	0	0	0	0
TOTALS	4234568	198732	275145	3894	4509713	202626	17698	1123	0	0
INSPECTIONS MADE FOR THE U.S. SHIPPING BOARD										
New York	4887		10		4897		0		0	
Norfolk	5550		495		6045		0		0	
TOTALS	10437		505		10942		0		0	
INSPECTIONS MADE FOR THE U.S. VETERANS' HOSPITAL										
Chicago	102730		61320		164050		0		0	
Great Lakes	79320		39300		118620		0		0	
Kansas City	11537		315		11852		0		0	
Milwaukee	147947		19380		167327		0		0	
New York	177034		14932		191966		0		0	
Philadelphia	50482		5910		56392		0		0	
St. Louis	27971		1840		29811		0		0	
TOTALS	597021		142997		740018		0		0	

The New York office also inspected the following:	Fruits	Vegetables	Rejections
Munson S. S. Line.	9539	44221	75
Dollar S. S. Line.	12491	26691	1310
French Line.	20895	12579	40
Columbia S. S. Line	1818	7645	265
American Diamond Line	1752	6833	133
TOTALS. .	46495	97969	1823

The Great Lakes office also inspected and passed 8,100 dozen eggs, 5,508 lbs. butter and 661 lbs. cheese for the Navy. The Vallejo office inspected 25,855 lbs. bread and 39 lbs. rolls for the Navy. The San Pedro office inspected 39,325 lbs. bread, 29,722 lbs. butter and 3,653 lbs. cheese for the Navy. The New York office also inspected for the U.S. Department of Justice (Federal Jail) 13,625 lbs. fruits and vegetables.

- R. C. BUTNER.

- REGULATORY ACTIVITIES -

1a. ADDITIONAL PUBLIC HEARINGS SCHEDULED

The following hearings under the P.A.C. Act have been announced by the Department. C. P. Dorr, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:-

Date	Place	Parties Involved
Dec.		
7	New York City	Thos. Morris Produce Co., San Benito, Texas vs. Samuel Schwartz Fruit Co., Inc., New York City.
8	New York City	Mackay & Lehman, Weslaco, Texas, vs. Wishnatzki & Nathel, New York City.
9	Hudson, N. Y.	Edgerton & Beers, Inc., Washington, D. C. vs. Louis Sutty & Co., Hudson, N. Y.
10	New York City	W. W. Lance, Webster, Fla., vs. Abe Cherry, New York City.
12	Philadelphia	Harry W Merrill, Ft. Lauderdale, Fla. vs. M. Feldbaum, Inc., Philadelphia.
13	Philadelphia	Wenatchee Produce Co., Inc., Wenatchee, Wash. vs. Siegler & Swain, Philadelphia.
14	Philadelphia	Bourk-Donaldson-Taylor, Inc., Denver, Colo. vs. J. P. Wilson, Philadelphia.
* 15	Concord, N. C.	A. M. Prevatt, trading as Prevatt & Co., Seville, Fla. vs. R. M. Cook, Concord, N. C.
* 15	Concord, N. C.	C. T. Harper, Homestead, Fla., vs. R. M. Cook, Concord, N. C.
* 16	Concord, N. C.	Shackelford-Brown Co., Albany, Ga. vs. R. M. Cook, Concord, N. C.
* 16	Concord, N. C.	Shaver & Watson, Rochester, N. Y. vs. R. M. Cook, Concord, N. C.
* 17	Concord, N. C.	H. A. Spilman, Washington, D. C. vs. R. M. Cook, Concord, N. C.
* 19	Nashville, Tenn.	Loxley Produce Co., Loxley, Ala. vs. Ewing, White & Co., Nashville, Tenn.
* 20	Memphis, Tenn.	Christian & Neal, McIntosh, Fla. vs. Guy W. Glass Brokerage Co., Memphis, Tenn.

* E. F. Mynatt, of the Solicitor's Office, will preside at these seven hearings in the South.

- F. G. ROBB

OFFICE NOTES:

On Dec. 8, Mr. Sherman expects to be at Manchester, N. H., where he will address the New Hampshire Fruit and Vegetable Growers Society on "The Present Situation and Trends in Marketing."

The Secretary of Agriculture has approved the revised grades for the two styles of canned corn; these are being printed and will be available for distribution in the near future.

(over)

OFFICE NOTES, CONTINUED:-

W. C. Hackleman, of the New York City inspection staff, has come to Washington for a few weeks, to familiarize himself with the methods of procedure in handling complaints under the P.A.C. Act. It is probable that he will assist in this line of work in the New York area after his return.

R. L. Spangler returned to Washington today, after having made field investigations in the grading of potatoes for the past six weeks.

W. L. Evans, accompanied by W. A. Hilgeson, will spend the next week or 10 days in the field, making investigations of cases under the P.A.C. Act. They will visit Charleston and Huntington, W. Va.; Youngstown, Ohio; Pittsburgh, Pa., and other points in those States.

T. C. Curry will proceed in about one week to Concord, N.C., where he will testify in several hearings under the P.A.C. Act, and then go to Columbia, S.C., and other points to make investigations in other cases.

E. P. Bostwick, of the Chicago office of the Canned Fruit and Vegetable Grading Project, has gone to Lebanon, Ind., until about Dec. 10, to grade certain lots of canned goods for collateral purposes.

J. C. Bigger, of the Philadelphia office, spent some time at Cordova, Md., accepting and supervising the loading of several lots of canned tomato pulp for the Veterans' Administration.

A. E. Mercker left Washington last Sunday on a three weeks' trip to various points in North Carolina and to Norfolk and the Eastern Shore of Virginia. He is participating in potato outlook meetings among growers of early potatoes, and conferring with State and county agricultural workers regarding prospects for the 1933 season. At Norfolk and Cape Charles, he will discuss with bankers, fertilizer manufacturers and potato dealers the 1933 early-potato outlook. About 30 meetings will be held among growers on the Eastern Shore from Dec. 5 to 17.

It is expected that R. M. Peterson will close the market-news office at Martinsburg, W. Va., next Friday, Dec. 9, after which he will come to Washington for a few days and then proceed to Florida.

B. H. Rowell, who substituted in the Indianapolis office of the Inspection Service for the past two months, has now returned to his Chicago headquarters.

Inspection work has been started at Arizona points, with E. L. Ruch in charge of lettuce inspections at Phoenix and R. H. Bentelson in charge of the inspections of Mexican vegetables crossing the border at Nogales.

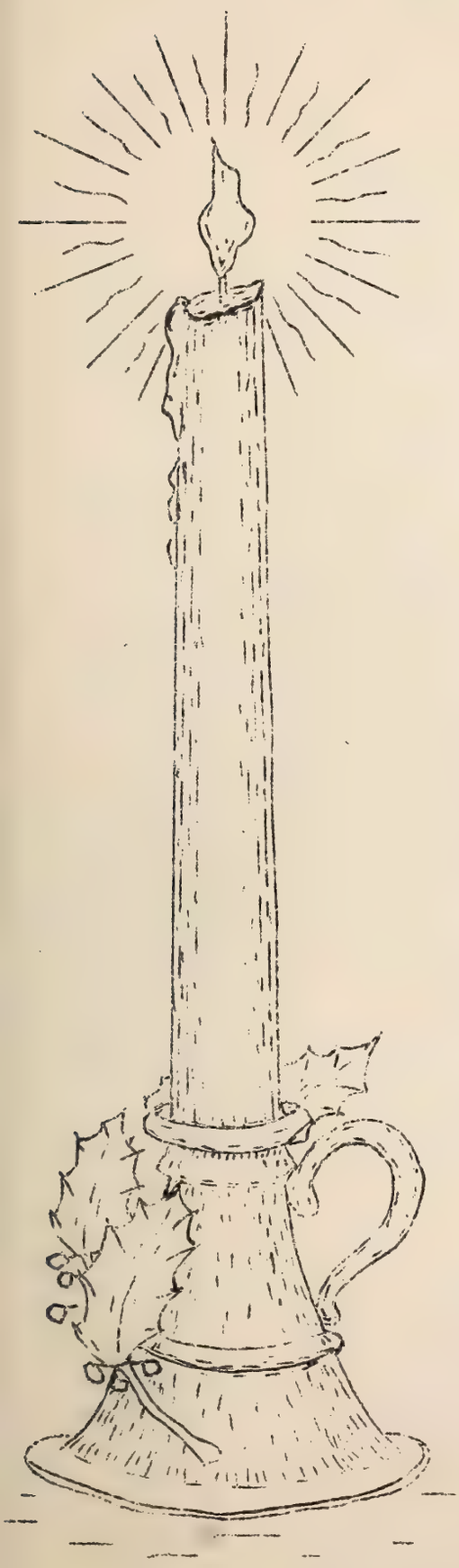
CHANGES of residence address:- Under Providence on the Inspectors' Address List, H. L. Geer, 29 Frederick St., Rumford, R.I.; phone East Providence 2994-W. Under Scranton, Charles L. Packard, 1243 Wyoming Ave.; phone 2-8915. Wendell P. Brown's home address at Olympia, Wash., is now 2405 View Place; phone 2360-L. Under Birmingham, Ala., insert the office phone number as 3-4464. Under Louisville, Ky., the phone number at the new office is Jackson 1361, Ex.280.

T. W. Ayres, of Winchester, Va., visited the Washington office yesterday.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 45 Dec. 16, 1932

FRUIT AND VEGETABLE DIVISION LETTER



A CHRISTMAS MESSAGE:

In many homes the spirit of joyous good will, which should shine at Christmas, is dampened by the oppresive atmosphere of economic disaster and uncertainty as to the future. But all things economic are man-made and all economic conditions are within human control.

The distress which has arisen in the midst of abundance can be dispelled when human wisdom addresses itself unselfishly to the task. Unselfishly,-yes, and with a spirit which will not shrink even from sacrifice If our social order does not provide security for all who are prudent and worthy, those of us who are fortunate must agree to such changes as may be necessary to promote the more-general welfare. This is sure to involve for many the surrender of privileges which they regard as rights.

Just here the underlying thought which Christmas should emphasize must be dominant. Only in a spirit of Good Will Toward Men can we devise effective cures for social or economic ills. Sincerely, -

H. A. Sherman.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 45 Dec. 16, 1932.

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication.

NO DIVISION LETTER WAS ISSUED FOR DEC. 9

1a. WASHINGTON CHRISTMAS TREES RETURN HALF A MILLION DOLLARS

F. E. Bailey, of the Yakima office, submitted the following clipping. It is an A. P. dispatch from Seattle, under date of Nov. 30:-

"Great carloads of greenery, Christmas trees for a nation, are speeding out of the Pacific Northwest these days to inspire the Oh's and Ah's of America's childhood on Christmas morning.

"Cutover forest lands, once thronged with mighty monarchs of fir and pine, are the source from which a small army of woodsmen obtain the trees.

"Over 2,000,000 are expected to be shipped from Washington alone this season, representing a return of about $500,000. Of this amount, perhaps $65,000 will go for freight charges. This month and next, Washington alone expects to move about 400 carloads of the fir and pine, with about 5,000 trees to the carload, to the Christmas firesides of this country and across the Pacific to homes in the far East.

"Reports compiled by George C. Joy, Washington supervisor of forestry, for last year's business, showed that dealers shipped 2,058,446 Christmas trees, a goodly increase over the 1930 business. Wages for the 1931 cutting and loading amounted in this State to $140,000, he said, and the land owners were paid $30,000 for cutting rights. The amount brought back to his section by the industry last year was estimated at half a million dollars. More than 3,000 persons are employed, furnishing Washington Christmas trees to the country."

2a. HELP TO LOCATE GUS J. GENTILE

Gus J. Gentile operated as a broker in Texas during June. All employees are requested to be on the lookout for this party and to notify H. A. Spilman, in the Washington office, immediately upon learning of Mr. Gentile's whereabouts.

3a. REVISED BULLETIN ON FRUIT AND VEGETABLE AUCTIONS

J. W. Park is author of Circular No. 250, entitled: "American Fruit and Vegetable Auctions," which is based largely on and supersedes Dept. Bulletin No. 1362, published seven years ago. The material regarding sales by auction has been revised and brought up to date in this new Circular of 48 pages. It is well illustrated and put up in attractive form.

4a. ANOTHER PAMPHLET CONTAINING DECISIONS OF THE SECRETARY

Pamphlet Number 4, containing summaries of decisions of the Secretary on complaints under the P.A.C. Act and enclosed with this Division Letter, should be distributed to technical employees whose names are written on the D.L.

5a. DECEMBER REPORT OF APPLES IN COLD STORAGE

Last Monday the following report of cold-storage holdings of apples for Dec. 1 was released by the Department in Washington:-

	Barrels	Boxes	Bushel Baskets	Total Equivalent in Boxes or Bushels
Dec. 1, 1932:	1,338,000	14,740,000	10,447,000	29,201,000
Dec. 1, 1931:	2,177,000	16,849,000	10,817,000	34,197,000
Five-yr. avg.:	2,135,000	16,845,000	6,668,000	29,918,000

The most striking feature of the stocks of apples in barrels and boxes is that last year's figure and the five-year average for December are almost the same, whereas for apples in bushel baskets the holdings in 1931 were far above the average figure.

Total holdings under refrigeration at the opening of this month were equivalent to 9,734,000 barrels or 29,201,000 boxes. This is about 15% less than a year ago but only 2% below the five-year average for December. The supplies in barrels were 39% lighter than at this time in 1931 and 37% below average. Boxed apples were 13% less than on December 1 last season and also about 12% below average for this month. Nearly 80% of the boxed fruit was held in Pacific Coast storages. Stocks in bushel baskets were only 3% lighter than a year ago, but 57% above the average figure.

6a. ONIONS IN THE LOS ANGELES MARKET

Walter Kingsbury and W. L. Jackson are joint authors of a 17-paged mimeographed pamphlet, entitled "Onions in the Los Angeles Market." This is another of the series of reports, which Los Angeles office is issuing on various products in that market. Interesting charts and graphs show the unloads of onions from various States or districts during 1931 and the nine-year average for monthly cold-storage holdings in that city. Price charts are given for the past eight years on each of the leading kinds of onions sold in Los Angeles. The report contains numerous valuable statistical tabulations relating to this product.

7a. CALIFORNIA COLD WAVE BREAKS ALL RECORDS

On Monday the following report was sent to all offices on the leased-wire circuits:- "San Francisco today reports cold weather in California continues unabated, with all-time low temperatures for many sections. Snow flurries fell all day Sunday in San Francisco and Bay district. Temperature in Sacramento 20 degrees, Stockton 24 degrees. Snowfall general throughout San Joaquin Valley. Damage to all vegetables in this section of State cannot be determined now, but no doubt it has been very severe. Temperatures higher in southern California, with no damage reported there."

Although it is understood that first reports of weather damage sometimes are exaggerated, other details in the wires from C. J. Hansen are to the effect that damage to celery in the delta district may cause from 30% to 40% loss. Lettuce in Sacramento district practically total loss. Lowest temperature in Sacramento Valley recorded at Chico with 13 degrees, which is an all-time record. Porterville reported heaviest snow in 25 years. Bakersfield reported six inches of snow. Unharvested citrus fruits in Oroville and Orland sections reported frozen. Artichokes badly damaged; also other vegetables.

-- PLEASE NOTE that Page 668 in this D.L. was left blank intentionally. --

8a. A NEW PLAN FOR HANDLING MEXICAN VEGETABLES

Below are excerpts from a recent report by the American Consul at Nogales, Sonora, Mexico, to the Secretary of State in Washington:-

"I have the honor to report that the State Congress of Sonora has approved the Federal Marketing Act, under which agricultural products grown in Mexico are classified as public utilities, and thereby placing under Government control the production and distribution of the entire winter vegetable crop on the West Coast of Mexico. As a result thereof, a cooperative association of all vegetable growers in the States of Sonora and Sinaloa has been organized to meet with the new requirements. The distribution, marketing, collections and disbursements pertaining to agricultural products grown in Mexico will be handled by the Wells Fargo Company of Mexico, and transportation through the Sud Pacifico de Mexico Railroad. ***

"It is reported also that an advisory board will be established in this city, consisting of representatives of the growers, Sud Pacifico de Mexico Railroad and the Wells Fargo Company of Mexico. It is understood this board will control the distribution and handling of the winter vegetables from the West Coast of Mexico, estimated at from 8,000 to 9,000 carlots. In order to avoid overproduction, a system of control will be enforced by the above-mentioned board, based on the quality of the vegetables grown for export.

"According to the Chamber of Commerce at Nogales, Arizona, the plan will result in forcing a large number of American customs-house brokers, commission men, and representatives connected with the vegetable trade to cease business on the border and will seriously affect business and financial interests in that city."

9a. CERTIFIED SEED POTATO PRODUCTION SMALLER THIS YEAR

Reports from 22 States, where seed-potato certification is carried on, indicate that the production of certified stock this year is about 6,929,000 bushels, compared with about 8,764,600 in 1931, nearly 6,703,000 in 1930, and about 7,091,000 bushels the five-year average for 1925-29. Maine, as usual, ranked first with a total of 2,920,700 bushels, but that is 37% less than the certified seed produced in Maine last year. North Dakota was second this year, with 824,600 bushels, whereas in 1931 New York was second, with a figure similar to the 1932 total for North Dakota. Hay, Feed and Seed Division says:-

"Sales of certified seed potatoes during the fall were smaller than those of a year ago, which in turn lagged behind those of the preceding year. In a majority of States only about 5% to 10% had been sold by growers up to Nov. 10. In a few of the more-important States the movement of the crop from growers' hands had barely started by that date. On the other hand, one-third or more of certain varieties in the Dakotas, Nebraska, and California had been sold. Opinions regarding the demand next spring vary, but two-thirds of the number of State certification agencies indicated that it would be the same as the below-normal demand of last spring, or even smaller. Marked improvement in general business conditions, accompanied by higher prices for table potatoes, would affect the demand for seed potatoes considerably, according to a number of the persons reporting.

"Prices paid to growers in the more-important States ranged from 20¢ to 75¢ a bushel and averaged 47¢, compared with 58¢ last year and $1.25 two years ago. In a few States, however, where the crop was much smaller than a year ago, higher prices prevailed than at a corresponding time last year."

- MARKET NEWS SERVICE -

1b. HIGHER PRICES FOR MAINE POTATOES

Part of a letter of Dec. 3 from V. H. Nicholson is quoted below:-

"While the potato market showed some strength the first part of the week, local prices appear to have advanced more rapidly than the terminal markets, with the result that the price to growers has declined during the past three or four days. The street price in the central part of the county reached a peak of mostly 80-90¢ per barrel measure on Tuesday (Nov. 29), with a few scattered sales as high as $1, but on Friday some stock was selling at 75¢. As most growers seem inclined to hold for $1 per barrel, the haulings from farmers' storages have been comparatively light."

An additional letter, dated Dec. 10, is quoted in part below:-

"The Maine potato market has continued dull this past week. Volume of trading, both in carlots and on the street, has been light. The street price to growers ranged mostly 75¢-85¢ per barrel. The consensus of opinion among growers and shippers is that the $1 price may be realized within the next few weeks. Because of the firm street market, shippers have been unable to buy in large quantities to sell at the prevailing prices in the terminal markets. It is reported that the recent cut in freight rates from Colorado to Gulf ports probably will prevent Maine stock from going to those points in any considerable quantities."

2b. STORAGE HOLDINGS OF FRUIT IN THE NORTHWEST

Mrs. L. B. Gerry, of the Spokane office, sent the following report on storage holdings in the Pacific Northwest, as of December 1:-

District	APPLES Cold (cars)	APPLES Common (cars)	PEARS Cold (cars)
Yakima	6,830	714	691
Wenatchee	5,566	3,427*	90½
Hood River	422	262	90
Medford	147½	-	463
Spokane	26⅓	140⅓	5
Walla Walla-Milton-Freewater	268	6	-
TOTAL in six districts:	13,260	4,549⅓	1,339½

* Including 900 carloads in ranch storage.

Both Yakima and Wenatchee holdings are somewhat lighter than last year.

3b. A CHANGE ON "GOB" PAGE OF CODE

With further reference to Item 3b in the D.L. for Nov. 18, the following change of definition was sent Wednesday of last week to all offices on the leased wire:-

> Effective immediately, change GOBOR to read: "Summary of Carlot Prices at Northwestern Shipping Points, Based on Cash and F.O.B. Usual Terms Sales."

4b. PRICES ADVANCING FOR NORTHWESTERN ONIONS

T. R. Hall included these comments in a recent review at Seattle:-

"Oregon onion growers have shared in the advancing prices on that commodity. Shippers recently were paying as high as 75¢ f.o.b. cars, delivered Portland, for U.S. No. 1 Oregon yellows. In the Yakima Valley, growers were receiving $7 per ton plus sacks, or $1 a ton more if the U.S. No. 1 onions were packed in small sacks. Open-mesh bags are universally used this season, and the demand has been mostly for the 25-pound size."

5b. PREPARATIONS MADE FOR FORCING RHUBARB IN NORTHWEST

The following information appeared in last week's review, published by the Seattle office:-

"Preparations are now being made for planting rhubarb and forcing it under heat in the cellars. Forced rhubarb is a crop that has attained national importance, and distribution usually begins from western Washington early in January. Growers are glad for the current cold snap, since the roots respond more readily after they have been frozen and placed under heat for forcing."

6b. COLD WEATHER AFFECTS THE MICHIGAN F.O.B. MARKET

R. E. Keller wrote as follows from Grand Rapids on Dec. 10:-

"Cold weather during the past week has curtailed the movement and slowed-up trading on both potatoes and onions in Michigan. However, prices have stiffened under the lighter offerings and likely would be considerably higher, if temperatures were not so low at receiving points that normal trading also has been curtailed at those markets. Truck movement of potatoes is practically stopped by the cold weather."

7b. IDAHO POTATO MARKET FIRM

R. G. Risser wrote as follows from Idaho Falls on Dec. 10:-

"Subzero weather in Idaho, following a prolonged period of moderate temperatures, has prevented hauling of potatoes from farm cellars to track warehouses, resulting in light shipments. While low temperatures in the city markets have restricted trading and the additional cost of the heating service now necessary has slowed up the demand, shippers are expecting increased activity to ensue. The week closed with markets steady to firm, but with little change in prices at originating points."

8b. CODE ADDITION , EFFECTIVE DECEMBER 29

On the "JI-JO-JU" page of the code, add the following:

JOK U.S. Utility

9b. A REVISED "NA-NE" PAGE OF CODE

Under separate cover there will be mailed to all offices using the code a revised "NA-NE" (Onions) page, which is to be effective on [illegible] c. 29.

10b. PHOENIX DISTRICT SHIPPING ALMOST PERFECT LETTUCE

A. E. Prugh wrote as follows in a letter dated Dec. 11:-

"Arizona has been moving the best lettuce ever produced in a fall crop and has started under the most discouraging market conditions. I know of one shipper whose first 25 cars all graded U.S. No. 1, and several would have made U.S. Fancy with a little extra care. Another shipper moved 44 cars, with 42 grading U.S. No. 1. In fact, the stock has been almost perfect. Last fall, weather conditions were entirely different and, early in December, very little lettuce could be cut with solidity firm enough to ship under the provisions of the State Standardization Law. On December 10 this season, quality continued good in all districts, with marginal browning showing in the Eloy stock, which requires 'chicken picking,' a name given by the trimmers to picking this discolored part from the leaves. A little 'side slime' also has been noticed at Eloy, a slime on the side of the heads, evidently caused by blight. Many fields in the Phoenix district look as if practically every head could be cut, and the stands are good. If all the stock could be marketed, yields would be heavy. But the demand has been mostly for cars with not over 75 crates of 4's, and, as sizes have been large, many of the 4's are not being cut.

"The first car was shipped from Eloy on Nov. 12 and Salt River Valley moved its first car on the 25th. From Nov. 29 to Dec. 4 inclusive, United States shipments averaged only 88 cars a day. If market conditions had been better, 175 to 200 cars daily could have been shipped from the Salinas, Sacramento and San Fernando districts of California and from Arizona. Arizona alone could have shipped 150 cars a day last week. The peak should come around Dec. 18, with about 150 cars.

"Too much competition for Arizona has been developing on this fall crop. Very few shippers now are able financially to move much stock unsold, unless they get a substantial advance from eastern receivers. During the past two weeks many representatives of eastern firms would not take lettuce on consignment. Lately several cars of Arizona stock have moved on a $225-per-car advance. Many firms are on a cash credit basis, so far as their shook and paper for packing is concerned.

"Recent rains in San Fernando Valley and freezes at Sacramento, with prospects of rain here, have caused a little f.o.b. cash demand. Christmas demand is expected to stimulate the market. Last season, quality at San Fernando was better than in Arizona but this year the situation is reversed and the fine quality here has shut off the demand for California stock. The f.o.b. market here is not expected to advance above $1.25, but even that price would be considered good this season. Light Arizona movement last year in December brought about an f.o.b. range of $1.75-$3.75. The Standardization Service made money for the shippers by holding quality of shipments up to the provisions of the State law.

"Growing conditions have been favorable in Imperial Valley of California, But the weather has been warmer and solidity could hardly equal that of the stock here, so that Imperial shippers are expected to hold back as long as possible and not try to compete with Arizona. However, if the f.o.b. price advances to $1.25, it would be an incentive for movement to get under way in Imperial Valley, as considerable acreage was planted there for December movement.

"Arizona has about 935 acres of cauliflower which will start moving next week, and movement is expected to reach 35 cars a day at the peak. Last week, loadings in mixed cars with lettuce were reported sold at 80¢ perpony crate, f.o.b., compared with 45-50¢ at Los Angeles. The quality here will be good.

Heads have been small so far, but the showers Friday night and Saturday are expected to improve the size. About 135 acres of brocolli were planted, and there has been a fairly good demand in mixed cars. An occasional car of carrots has been shipped from Mesa. Arizona has 440 acres (*) of carrots, but a jobbing price in Chicago of $1.50-$2 per crate will cause most of this stock to be left in the fields, unless market conditions improve.

"Around 300 acres of peas were grown in Arizona. The Eloy section has moved straight cars. Some are still being loaded in mixed cars with lettuce. The small 30-pound crate or box is a popular package. Imperial Valley has had a profitable green-pea deal. The first light frost came there the night of Dec. 6. The f.o.b. price on hampers was reported holding up to $1.75 the first week in December.

"Considerable increase in citrus production is noticed in Arizona this season, particularly on oranges. In previous years, distribution has been to nearby points or to the Northwest, but this season it is spreading to the Middle West." (*) Crop Estimates shows 850 acres of carrots in Arizona.-Editor.

11b. DO YOU READ THE DIVISION LETTER CAREFULLY?

Did you notice on the preceding page Mr. Prugh's reference to the 935 acres of cauliflower, being grown in Arizona this winter? Apparently this crop is beginning to assume commercial importance in that State, although the Division of Crop Estimates has not shown any cauliflower acreage in Arizona during past years. Shipments for both 1930 and 1931 amounted to about 100 cars. Usually about 2 acres produce a carload.

12b. EARLY CANTALOUPES EXPECTED IN CALIFORNIA

Continuing his letter of Dec. 11, Mr. Prugh added these comments:-

"Some of the earliest California cantaloupes on record are expected this coming season from about 600 acres planted at Kane Springs, about 15 miles from Westmoreland toward Indio. This is a new district, reported to be frost-free, but the sandy soil probably will not permit heavy yields. Apparently Dr. Jagger, after several years of experimenting, has at last produced a mildew-resistant cantaloupe, with sufficient sugar content and flavor to be grown in volume."

13b. NOTES ON WISCONSIN POTATOES

A. M. McDowell wrote as follows from Waupaca on Dec. 4:-

"The past week started off rather promisingly for Wisconsin potato dealers, several reporting the best demand of the season on Monday, Nov. 28. However, demand later fell off and prices declined. Growers were receiving 25¢-35¢ bulk per cwt., while early in the week there was some stock bought for 40¢.

"It was hoped that the steady rise of prices in the East would result in a narrower distribution of eastern stock and that there would be less competition in middlewestern and southeastern markets. The failure of the market to respond to expectations has been attributed, at least in part, to increased activity on the part of truckers, following the moderation of subfreezing temperatures."

ARE YOU RECEIVING A COPY OF THE D.L. EACH TIME ONE IS ISSUED? IMPORTANT INFORMATION APPEARS IN EVERY ISSUE.

14b. ONE ENTIRE DAY WITH NO POTATO SHIPMENTS FROM WISCONSIN

Another letter, dated Dec. 12, from Mr. McDowell is as follows:-

"On Friday (Dec. 9), reports showed that no cars of potatoes were shipped from Wisconsin, a phenomenon which had dealers searching back in their memories for similar occurrences in recent years. That none were recalled is undoubtedly due to higher prices in previous years, which enabled shippers to use carrier's protective service. Most of the sales made during the latter part of last week were for shipment the first of this week, when it was hoped that the weather would be sufficiently moderate to enable movement to be made without heater service. The general practice is to preheat the cars before shipment, and in some cases cars from the more-northern shipping stations are stopped at Waupaca or other points, where facilities are available and where the cars are re-heated.

"Trading was rather listless during the past week but prices advanced slightly toward the close, following sub-zero temperatures in most of the North Central States, which curtailed shipments to a volume far below normal."

15b. ABOUT HALF THE TEXAS CITRUS CROP ALREADY MOVED; VEGETABLES RATHER SLOW

W. D. Googe sent the following report in a letter dated Dec. 4:-

"Citrus movement from the lower Rio Grande Valley during the past week (Nov. 27-Dec. 3) has averaged about 20 cars daily by rail and a little more than half that amount by motor trucks. It is believed by some that half this season's crop has been shipped, based on estimates of 3,500 to 4,000 carloads. Others claim that the yield will be considerably above early estimates and that perhaps 5,000 carloads will be moved. At this time last year, only about a fourth of the crop had been shipped.

"Approximately 200 cars of vegetables have been forwarded by rail to date, and it is estimated that the movement by motor truck has been around 75 carloads. About half the rail movement has consisted of mixed cars. Shippers indicate that they will push the mixed-car business this season, since market conditions in western States will cause jobbers to buy sparingly and thus avoid large stocks of a single commodity.

"Prices being paid for vegetables are unsettled, with a range too wide to determine what really may be called a market price. However, it appears that prices to growers of cabbage are mostly around $8 per ton; for carrots 25¢ per crate and for beets around 75¢ per crate in the fields. Demand for beets exceeds the supply. The supplies of beans, tomatoes, peas, okra, squash, brocolli, mustard and turnip greens, spinach, peppers, eggplant, etc., are just about sufficient to take care of mixed-car orders. It is not expected that any important carlot movement of these commodities will develop. Some new potatoes and green corn also are moving in small lots."

In another letter, dated last Sunday, Mr. Googe added:-

"During the past week (Dec. 4-10) the Valley shipped about 150 cars of grapefruit and oranges, also about 200 carloads of vegetables. Approximately 60 carloads of citrus and 20 of vegetables were moved by motor trucks. Cold rainy weather the latter part of the week hindered the harvesting of vegetables. The subnormal temperatures, which prevailed over western States, resulted in misty weather in the Valley. The lowest temperature recorded at Brownsville was 47 degrees on Friday night. While these conditions delay the maturity and harvesting of beans and tomatoes, they are considered very favorable to the growth of cabbage, carrots, beets, and other crops, which constitute the bulk of winter vegetables in this section."

16b. FLORIDA NOW MAKING VERY HEAVY SHIPMENTS OF ORANGES

Florida recently has been shipping more oranges than California. H. F. Willson tells of the heavy movement in his letter of Dec. 13:-

"Orange shipments from Florida were exceedingly heavy this past week, and movement undoubtedly will continue heavy during the current week. In order to have the fruit on northern markets in time for the Christmas trade, it is essential that the cars be shipped by the end of this week.

"Up to Dec. 4 Florida had shipped only 1,700 cars of oranges, but during the week ending Dec. 10 about 1,440 cars were forwarded, or nearly as many as for the entire season up to Dec. 4. In addition to heavier rail movement, the boat shipments showed a sharp increase, and l.c.l. express movement is now getting under way. The boat shipments alone on last Saturday totaled 116 cars, including 87 oranges, 18 grapefruit and 11 tangerines.

"As the large volume of oranges commenced to arrive on auction markets, prices broke sharply. For the week ending Dec. 10, about 376 cars of Florida oranges averaged $3.50 per box on the 9 leading markets, while on Monday, the 12th, the heavy offerings of 240 cars were sold on the same markets for $2.85 average. In contrast, 76 cars of Florida grapefruit were sold on Dec. 12 at the leading auctions for $2.45, or exactly the same average as 285 cars during the previous week."

17b. COLDER WEATHER HELPS THE WESTERN NEW YORK MARKET

R. L. Sutton wrote in part as follows in a letter dated Dec. 13:-

"The volume of celery remaining in cold storage in western New York is unusually heavy. The report as of Dec. 9 shows 292,000 crates under refrigeration, or 42,000 more than a year ago. Some excitement developed yesterday over reports of damage from freezing in California. The various rumors are having a tendency to strengthen the local market, or at least encourage growers to refrain from selling at former low prices. The outturn so far this season is nearly 500 cars ahead of last season's corresponding shipments.

"Return of genuine wintry weather is tending to strengthen the cabbage market. Growers are reluctant to sell at the usual price offered by dealers and many are holding for $4.50-$5 per ton. So far this season, barely 5,800 cars have rolled, whereas about 8,700 had been shipped to the same time in 1931.

"Fairly favorable prospects appear to be developing in the potato market. Under an improved demand yesterday, the f.o.b. price advanced to 68¢ per cwt. Growers are receiving mostly 28¢ per bushel, few high as 30¢.

"Trading in apples has demonstrated little new development. The factors who are usually active in the export trade report practically no business from this source. They state that the added British tariff, together with declining exchange, places an almost prohibitive barrier for export movement at this time."

18b. ADDITIONAL SUMMARIES ISSUED

The Washington office recently distributed the following summaries:-

"Marketing Southern California Cauliflower, 1931-32 Season," by Walter Kingsbury and W. L. Jackson.

"Marketing Texas Cabbage, 1931-32 Season," by W. D. Googe.

"Marketing Texas Spinach, 1931-32 Season," by Marvin G. Longino.

- B. C. BOREE

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N.Y.* 300 Terminal Bldg.	837	R. L. Sutton	Onions	Sept. 1	Apr. 8
			Carrots	Sept. 1	May 20
			Cabbage	Sept. 1	Mar. 25
			Celery	Sept. 1	Jan. 14
			Apples	Sept. 8	May 20
			Potatoes	Oct. 10	May 20
PRESQUE ISLE, ME.* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 14	Apr. 29
WAUPACA, WIS.* Court House	894	A. M. McDowell	Potatoes	Sept. 15	Mar. 25
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 19	May 6
WINTER HAVEN, FLA.* DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Nov. 1	May 20
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus	Nov. 1	Apr. 1
			Vegetables	Dec. 1	June 1
GRAND RAPIDS, MICH.* 412 P. O. Bldg.	895	R. E. Keller	Onions	Nov. 7	Apr. 1
			Potatoes	Nov. 7	May 20
PHOENIX, ARIZ.* 602 Security Bldg.	815	A. E. Prugh	Lettuce	Nov. 29	Jan. 6
POMPANO, FLA.*	937	J. B. Owens	Beans	Dec. 28	Apr. 15
			Peppers	Jan. 3	Apr. 15
			Tomatoes	Jan. 16	Apr. 15
The following stations probably will open on dates indicated:					
PLANT CITY, FLA.*	850	R. M. Peterson	Strawberries	Jan. 3	Apr. 1
SANFORD, FLA.*	910	R. E. Winfrey	Celery	Jan. 16	Apr. 29
The following station probably will close on date indicated:					
BELLE GLADE, FLA.*	937	J. B. Owens	Beans	Nov. 7	Dec. 22

* State cooperating.

W. D. Hull in Portland, Oregon.
R. M. Peterson on furlough in Florida.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

- INSPECTION SERVICE -

1c. FLORIDA CITRUS NOW BEING SHIPPED BY BOAT FROM JACKSONVILLE TO EUROPE

R. H. vonGlahn submitted the following information on Dec. 2:-

"After much watchful waiting, the season has begun for citrus-fruit exports direct from Jacksonville. This week, we inspected two cars of grapefruit for the American Fruit Growers, Inc., which comprised the entire first shipment by boat, other than a small lot of 30 boxes which the Arnold Fruit Company exported on the same ship without inspection.

"Steamship authorities hope that there will be part cargoes of citrus fruit for two other vessels, due to sail on the 15th and the 20th, but after that time they expect to have regular refrigeration service on all ships and carry capacity cargoes of fruit on all sailings.

"At present indications, all the shippers who made use of the inspection service at this point last season will do so again, and there is possibility of a few new ones, including some who have exported through Tampa in the past."

Part of a Jacksonville newspaper clipping, which accompanied Mr. von Glahn's letter, is published below:-

"Authorities on citrus exportation and foreign markets have declared all indications point to a record-breaking season. The fruit is said to be running to small sizes, that have long been in greatest demand by the buying public of England and the Continent."

2c. STANDARDS FOR NEBRASKA CERTIFIED SEED POTATOES

With this D.L., each inspector will receive a copy of a mimeographed sheet, entitled: "Inspection Standards for Nebraska Certified Potatoes." To the sheet are attached copies of the official blue tag and official red tag, such as are used on the sealed bags of these potatoes.

3c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be taken from list of Past-Due Accounts:

St. Louis-San Francisco Railway Co.,	St. Louis, Mo.	$32.00
E. M. Shoemaker,	Jacksonville, Texas.	15.75
N. E. Mowery,	Mechanicsburg, Pa.	4.00
Robt. T. Cochran & Co.,	Wenatchee, Wash.	4.00

The following should be added to list of Past-Due Accounts:

O. G. Olson Company,	Turlock, Calif.	1.00
J. T. Vandonburg & Son,	Bridgeville, Del.	4.00

Later another check was received and the following charge also should be taken from the list of Past-Due Accounts:-

Gatesville Produce Company,	Gatesville, Miss.	$1.00

4c. GOOD PRICES FOR WESTERN CRANBERRIES

"Western cranberries have met with a good demand and only a small part of the crop remains to be moved. Growers are asking $10.25 per barrel, f.o.b. Ilwaco, Wash." - (J. D. Hamilton, Portland)

Markets	Inspections	Inspections Same Month 1931	Inspections for Carriers	Declined for Lack of Time	Total Fees
Atlanta	38	41	11	0	$ 163.10
Baltimore	57	60	0	0	244.00
Birmingham	12	12	4	0	49.00
Boston	181	213	106	2	991.52
Buffalo	20	22	7	0	70.50
Charleston	0	3	0	0	.00
Chicago	131	292	12	0	611.19
Cincinnati	24	48	0	0	113.29
Cleveland	2	18	0	0	19.35
Columbus	10	6	0	0	50.00
Dallas	6	16	1	0	15.50
Denver	9	24	0	0	40.50
Des Moines	10	16	0	0	52.92
Detroit	18	85	0	0	76.50
Fargo	0	6	0	0	.00
Fort Worth	5	14	0	0	20.00
Harrisburg	13	39	0	0	52.00
Hartford	29	-	11	0	122.50
Houston	32	39	3	0	131.60
*Indianapolis	4	12	0	0	16.00
Jacksonville	17	43	0	0	67.50
Kansas City	36	73	0	0	149.38
Los Angeles	9	15	3	0	31.50
Louisville	11	18	0	0	44.00
Memphis	30	37	24	0	129.50
Milwaukee	77	94	1	0	376.00
Minneapolis	19	28	1	0	74.50
Newark	34	57	0	0	142.60
New Haven	58	60	26	0	245.51
New Orleans	103	142	14	0	195.50
New York	254	436	77	0	1,959.67
Norfolk	13	5	4	0	76.95
Omaha	13	25	3	0	52.00
Philadelphia	159	166	10	0	501.92
Phoenix	0	3	0	0	.00
Pittsburgh	73	83	36	0	258.40
Portland	2	4	1	0	7.50
Providence	10	18	6	0	43.86
Rochester	3	10	0	0	21.70
Sacramento	0	3	0	0	.00
St. Louis	38	89	1	0	155.50
Salt Lake City	2	3	0	0	6.50
San Francisco	10	11	0	0	28.80
San Juan	3	3	0	0	9.00
Scranton	3	8	0	0	12.00
Seattle	0	7	0	0	6.00
Springfield	10	41	1	0	65.26
Toledo	-	3	-	-	.00
Trenton	3	0	1	0	12.00
Tulsa	10	8	0	0	57.05
Washington	28	24	10	0	216.66
Wilkes-Barre	3	7	0	0	13.00
TOTAL	1,632	2,490	374	2	$7,799.23

* Compiled from certificates in file.

5c. SPECIAL INSPECTIONS IN CLEVELAND AND BOSTON DURING NOVEMBER

The following inspections were made during November under agreement with the Northern Ohio Food Terminal at Cleveland:-

Total	1,231
Nickel Plate	937
B. and O.	28
Erie	20
Pennsylvania	151
Kroger's	64

The following inspections were made during November for various city institutions in Boston under special agreement:-

Passed	307,204 3/4 lbs.
Rejected	5,023 lbs.
Total:	312,227 3/4 lbs.

6c. TYPES OF PACKAGES FOR APPLES

Below is a revision for Par. 10 in the Shipping-Point Inspection Circular on Apples:- When apples are packed in bushel baskets, the type should be shown. Round bushel baskets should be called "round bushel baskets," and the straight-sided baskets should be designated as "tub-type bushel baskets." Supervising inspectors should see that these changes are made in all copies of the circular.

7c. ARIZONA LETTUCE SHOWING GOOD QUALITY

Lettuce shipments are well under way in Arizona. Ed Ruch, who is in charge at Phoenix, reports that the quality is exceptionally good, with most cars grading U.S. No. 1. Ten men are handling the inspection work at present at Phoenix and Yuma. (Calif. Inspectors' Notes, Dec. 9)

8c. ADDITIONAL INSPECTION WORK ON TEXAS CITRUS FRUIT

H. T. Longino, of the Harlingen office, wrote in part as follows in a letter dated Nov. 29:-

"We recently have been given the certification of citrus in all five of the Rio Grande Citrus Growers Exchange Association packing houses. They have three brands for each house, which makes quite a lot of different labels. However, the first brand in each house carries the 'Tex-Sun' trademark, and the second brand carries the 'Tex-Maid' trademark.

"In addition to having this new business, we recently have been given all of the Texas Citrus Growers Exchange shipments. At last, we have an opportunity to render a service to these people, which they have felt was unnecessary until this time. There are about 1,400 cars out so far, but the crop is estimated around 3,500 to 4,000 cars."

A recent article in the Harlingen "Morning Star" emphasizes the necessity of Valley citrus shippers supplying the Inspection Service with a list of brands and the grades which they represent.

9c. NORFOLK SPINACH CROP REDUCED

"Spinach production around Norfolk, Virginia, this season to Jan. 1 was estimated at 1,200 carloads, of which 475 had moved by Dec. 10, compared with 120 a year ago. The cold spell late in November ruined about 90% of the spinach that was ready to ship. Rain following the recent cold spell will tend to improve conditions. No serious damage reported from the cold. Shipments from now until late January will be very light." -(Crop Estimates)

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
TEXAS:	H. T. Longino, Madison Hotel, P. O. Box 638, Harlingen, Texas	Citrus Vegetables	Oct. 1 Nov. 1	March 15 March 15
NEW YORK:	J. A. Marks, 300 Terminal Bldg., Rochester, N. Y.	Fruits & vegetables	Nov. 7	Dec. 24
ARIZONA:	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Lettuce	Nov. 25	Jan. 15
	R. H. Bertelson, Ville de Paris Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 1

REPORTS on the following products can be obtained from offices indicated:-
Indiana onions..... Federal-State Inspection, Court House, Warsaw.
Michigan onions..... Federal-State Inspection, Plainwell, Michigan.
Indiana sweet potatoes .... Indianapolis office.

10c. ADDITIONAL NOTES ON ARIZONA LETTUCE INSPECTIONS

E. L. Ruch wrote as follows from Phoenix, Arizona, on December 9:-

"In the Phoenix office, we have been getting about 40 cars of lettuce a day. The shipments are about 60 daily, so we are getting a good percentage. Practically all of our cars are grading No. 1, as, - in the face of the present market conditions, - every shipper is making a special effort to ship only the best. The quality is exceptionally good, the best we ever had on any fall deal. Most of the lettuce is of good size, but every one is trimming the 4-dozen heads down so that the cars will manifest 'heavy to 5-dozens.' Many of the cars are meeting standard-pack requirements, but a new-sized container has been adopted here, with a 17-inch (instead of 18-inch) inside dimension. In this crate, it is hard to make a good 4-dozen pack, and I believe that soon the shippers will change to a 17½-inch crate.

"Unless the market shows considerable improvement, I do not think shipments will reach over 100 cars a day for a considerable time. We are also inspecting one car of carrots a day. Later on, we should have about 10 a day and also about 10 cars of cauliflower, the latter starting next week. To date we have had one car of lettuce in the Yuma district. The inspector there advises me that shipments will begin moving actively about December 15."

11c. A SPECIAL ARTICLE BY DR. RAMSEY

On the following page of this D.L. inspectors will find an article on Pleospora Rot of tomatoes, written by Dr. G. B. Ramsey, of the B.P.I. office in Chicago. This should be studied carefully by all members of the force:-

TOMATO PLEOSPORA ROT

Pleospora Rot of tomatoes has been found causing extensive decay in California stock on the markets during the past two months. This disease has been under observation since 1919, and each season it has been found the cause of more or less decay in tomato shipments during November and December. Although it has sometimes been confused with Phoma Rot, the following brief description, taken together with the fact that Phoma Rot is seldom if ever found in California tomatoes at this season of the year, should enable inspectors to identify this disease:

The early stages of Pleospora Rot of tomatoes appear as small V-shaped or oval light-brown spots at the edge of the stem scar or in mechanical injuries on the shoulders of the fruit. These lesions appear somewhat like Phoma Rot but, as they enlarge, they become brown to dark brown and do not get as black as Phoma. Spots one-half inch in diameter and larger usually show black pimple-like fruiting bodies (perithecia) forming in the central region. Typical Pleospora Rot lesions show evidence that the fungus has entered through the stem scar. The organism penetrates into the fruit one-half inch or more, causing a moderately-firm dark-brown decay, and it usually discolors the vascular elements underneath the stem and along the side walls of the fruit. Under moist conditions, either in transit or in the ripening rooms on the market, the surface of the lesions may be covered with a greenish-brown to black mold. This is the conidial or Macrosporium stage of the fungus, and in the absence of the black perithecia this stage can not be differentiated from other Macrosporium and Alternaria rots, except by culturing.

- G. B. RAMSEY.

12c. IMPORTANT NOTICE REGARDING PEA GRADES

Attention is called to the fact that U.S. Fancy grade for fresh peas requires that more than two-thirds of each pod shall be filled with fairly well to well developed peas. "Fairly well filled" for U.S. No. 1 grade means that more than one-half of each pod shall be filled with fairly well to well developed peas. Pods which are only two-thirds filled are not well filled, and pods which are only half filled are not fairly well filled. The specifications call for more than two-thirds filled for Fancy, and more than half filled for U.S. No. 1 grade.

TOTAL SHIPPING-POINT INSPECTIONS DURING NOVEMBER, 1932

State	Number	State	Number	State	Number
Arizona	22	Maryland	106	Ohio	85
California	3,122	Massachusetts	33	Oregon	1,597
Colorado	1,134	Michigan	169	Pennsylvania	875
Connecticut	1	Minnesota	133	Texas	554
Delaware	32	Montana	28	Utah	151
Florida	133	Nebraska	70	Virginia	761
Idaho	2,086	Nevada	4	*Washington	
Indiana	414	New Hampshire	22	*West Virginia	
Iowa	11	New Jersey	3	Wisconsin	56
Louisiana	260	New York	611	Wyoming	6
Maine	134	North Dakota	50	TOTAL:	12,663

* Washington and West Virginia reports not received.

INSPECTIONS FOR THE NAVY AND MARINE CORPS DURING NOVEMBER, 1932.

Symbols:- N - NAVY M - MARINE CORPS / STATIONS	ALL FIGURES IN THESE COLUMNS REPRESENT POUNDS: Fruits and Vegetables PASSED N	M	Fruits and Vegetables REJECTED N	M	TOTAL QUANTITY INSPECTED N	M	"Cuts" made to comply with specifications N	M	Items Billed Short-weight N	M
Great Lakes	124248	0	37735	0	161983	0	0	0	0	0
New York	148919	46038	5389	614	154308	46652	80	576	0	0
Norfolk	155150	0	18500	0	173650	0	0	0	0	0
Philadelphia	228215	18227	1745	50	229960	18277	669	0	0	0
San Diego	91244	34207	57098	862	969545	35069	9228	317	0	0
San Francisco	1395188	17000	35000	300	1430188	17300	0	0	0	0
San Pedro	971504	0	9022	0	980526	0	848	0	0	0
Vallejo	326184	26324	11236	1135	337420	27459	0	0	0	0
Washington	28259	0	2480	0	30739	0	0	0	0	0
TOTALS	4290114	141796	178205	2961	4468319	144757	10825	893	0	0
INSPECTIONS MADE FOR THE U. S. SHIPPING BOARD										
New York	4956		75		5031		0		0	
Norfolk	5932		0		5932		0		0	
TOTALS	10888		75		10963		0		0	
INSPECTIONS MADE FOR THE U. S. VETERANS' HOSPITAL										
Chicago	110435		11570		122005		0		0	
Great Lakes	37675		12020		49695		0		0	
Kansas City	13995		80		14075		0		0	
Milwaukee	169833		15040		184873		0		0	
New York	162255		10215		172470		0		0	
Philadelphia	10846		350		11196		0		0	
St. Louis	29167⅓		2960		32127½		0		0	
TOTALS	534206⅓		52235		586441½		0		0	

The New York office also inspected the following:	Fruits	Vegetables	Rejections
Munson S. S. Line	6760	32980	120
Dollar S. S. Line	19148	54966	1925
French Line	44517	14584	0
Columbia S. S. Line	4585	14552	2184
American Diamond Line	3920	13076	550
TOTALS	78930	132158	4779

The Great Lakes office also inspected and passed 6,900 dozen eggs, 4,462 lbs. butter and 236 lbs. cheese for the Navy. The Vallejo office inspected 33,293 lbs bread, 30 lbs. rolls and 629 pies for the Navy. The San Pedro office inspected 38,485 lbs. bread, 13,850 lbs. butter and 902 lbs. cheese for the Navy. The New York office also inspected for the U.S. Department of Justice (Federal Jail) 1,338 lbs. fruits and vegetables.

— R. C. BUTNER

- REGULATORY ACTIVITIES -

1e. OTHER HEARINGS UNDER THE P.A.C. ACT

The following hearings under the P.A.C. Act have been announced by the Department. Judge R. L. Dillman, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:-

Date	Place	Parties Involved
Dec. 12	Altoona, Pa.	L. J. Baughman, Blackville, S. C. vs. J. E. Nelson, Altoona, Pa.
13	Pittsburgh	Michael-Swanson-Brady Produce Co., Kansas City vs. Gerber & Caplan, Pittsburgh.
14	Pittsburgh	Michael-Swanson-Brady Produce Co., Kansas City vs. Perlman & Marcus, Pittsburgh.
15	Pittsburgh	Florida East Coast Growers Ass'n., Miami, Fla. vs. T. Mendelson Co., Pittsburgh.
16	Wooster, Ohio	Francis J. Burkley, trading as Burkley Produce Co., Pittsburgh vs. C. A. Basquin, Big Prairie, Ohio.
17	Chicago	Frank Marshke, Berrien Springs, Mich. vs. M. Gugenheim & Co., Chicago.
17	Chicago	Wheeler Warren, Yakima, Wash. vs. G. H. Cross Co., Chicago.
19	Chicago	Dingfelder & Balish, Inc., Rocky Ford, Colo. vs. M. Roth & Sons, Chicago.
20	Peoria, Ill.	M. E. Girard, Lafayette, La. vs. Kroger Grocery & Baking Co., Peoria, Ill.
21	Quincy, Ill.	The Mahaffey Commission Co., Chicago vs. Geo. Janssen & Co., Quincy, Ill.
22	St. Louis	United Brokers Co., Portland, Oregon vs. Rudin Bros., Inc., St. Louis.
23	St. Louis	E. Salia & Co., St. Louis vs. Bunyan Brokerage Co., St. Louis.
27	Kansas City	Ben B. Schwartz, Inc., Detroit vs. Weyl-Zuckerman & Co., Kansas City.
29	Wichita, Kans.	Alexander Marketing Co., San Benito, Texas vs. Merchants Produce Co., Wichita, Kans.
30	Oklahoma City	Connell-Ross, Inc., San Benito, Texas vs. King Fruit & Vegetable Co., Oklahoma City.
31	Oklahoma City	Winter Haven Fruit Sales Corp., Winter Haven, Fla. vs. Norris-Deavers Co., Oklahoma City.

- F. G. ROBB

OFFICE NOTES:

The annual meeting of the Tri-State Packers Association, held in Baltimore on Dec. 15, was addressed by Mr. Sherman on the subject: "How Canners May Use the Official Grades on Their Labels." Paul M. Williams also attended this convention.

F. G. Robb was at Elizabeth City, N.C., one day last week, attending a conference of State officials on packages, especially potato barrels.

OFFICE NOTES--CONTINUED:

At the 14th annual meeting of the National Assn. of Marketing Officials, held in Washington on Tuesday and Wednesday of this week, the following addresses relating to fruits and vegetables were made by members of the Bureau staff: C. W. Kitchen on "Standardization and Inspection." R. C. Butner on "Federal-State Relationship and Policies in Administering Shipping-Point Inspection; Attitude of Federal Authorities." Wells A. Sherman on "Marketing Control through The P.A.C. Act." R. R. Pailthorp on "State Grades and State Identification of Agricultural Products; their Disadvantages." Supervising Inspectors, W. C. Lynn and T.W. Ayres, also attended this meeting.

R. R. Pailthorp will go to Philadelphia next Tuesday, to confer with the Philadelphia grading committee of the National League of Commission Merchants regarding grades for various fruits and vegetables.

J. W. Dykes is in Pittsburgh this week and part of next week, making investigations of cases under the Produce Agency Act and attending hearings of P.A.C. cases in that city.

G. W. Winfrey, of the Louisville office, whose trip to investigate cases under the P.A.C. Act was mentioned in the D.L. of Nov. 18, got as far as Memphis and then was obliged to return home because of illness in his family. E. E. Conklin, of the Chicago office, is continuing the trip for Mr. Winfrey, making investigations at St. Louis, Kansas City and other points in the Middle West and attending a P.A.C. hearing at Memphis on the 20th.

J. C. Bigger gave a radio talk from Philadelphia on Wednesday night on the subject: "How Shall We Buy Canned Foods?" The talk was plainly heard by employees in Washington.

J. B. Owens expects to close the market-news office at Belle Glade, Fla., by next Thursday and resume vegetable reports at Pompano on Dec. 28.

At bottom of page 684 of this D.L., note that the Vallejo office is now inspecting an additional product, - pies for the Navy.

Final crop reports for this year were issued on Thursday, Dec. 15. All employees should be careful to note any revisions in the figures for 1931.

Minimum temperature at Waupaca, Wis., at 8 o'clock this Friday morning was 21 degrees below zero, according to f.o.b. report. It is cold everywhere.

CHANGE J.E.Dickerson's residence address at Indianapolis to 5946 University Ave., with same phone number as before.

It is understood that HOLIDAYS will be observed in all offices on Mondays, Dec. 26 and Jan. 2, because Christmas and New Year's Day fall on Sunday. No word has yet been received in the Washington office as to whether or not Saturday, Dec. 24, will be an entire holiday or only the usual half-holiday.

No Division Letter will be issued for Dec. 23. Possibly one will be published on Dec. 30, but that is not yet certain.

The editor regrets the typographical error on front page, in spelling of "oppressive." Nevertheless "MERRY CHRISTMAS AND HAPPY NEW YEAR" to all!

GRADES FOR HOT-HOUSE OR CELLAR GROWN RHUBARB

With this D.L. each inspector will receive a copy of the Grades for Hot-House or Cellar Grown Rhubarb, issued by the Sumner Rhubarb Growers' Association. Only enough copies were available to send 2 or 3 to New York and Chicago.

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Agricultural Economics
Washington, D. C.

Vol. 13, No. 46 Dec. 30, 1932.

FRUIT AND VEGETABLE DIVISION LETTER

CONFIDENTIAL
Not for publication.

NO DIVISION LETTER WAS ISSUED FOR DEC. 23

1a. FRUITS AND VEGETABLES DURING 1932

Probably the outstanding feature of 1932 in fruit and vegetable markets was the apparently reduced buying power and the generally decreased demand for most products, except where there was a temporary shortage. Prices to growers were low for nearly all products. Rail shipments were considerably lighter than the year before, but movement by motor-truck increased in some districts.

Combined production of 10 important fruit crops was about 10,245,000 tons, or 15% less than in 1931. Commercial production of truck crops for shipment to market as fresh stock reached a new peak this year. Considerable quantities were left unharvested for lack of a paying market. Acreage of truck crops for canning or manufacture was reduced by about one-fourth from last year's plantings.

Potato prices were almost continually lower than the year before except during the early part of the new-crop season. Toward the end of the year, potatoes approached more closely to the level of late 1931. Onions showed the most striking contrast, with high prices for storage stock in the winter of 1931 but very low prices toward the close of 1932 because of excessively heavy production this fall. New-crop onions in Texas brought good prices at the beginning, but the later market in the summer was draggy and low.

Old and new cabbage for a while last spring sold higher than the year before, but summer and fall crops have ranged generally lower than a year ago. Sweet-potato and celery prices throughout the year were generally below the level of 1931. For a short period in the spring, celery markets were firm to higher. Fall prices have been low. Lettuce fluctuated greatly in price, according to quality and the current supply. Texas tomatoes started well, but crops in succeeding States sold lower than the year before. Cantaloupes brought fair prices at the beginning of the season and later declined to a rather low level. Watermelon returns were poor most of the season.

Among fruits, the peach crop brought higher market prices because of light crops in early and midseason States. Apple values were fair early in 1932, but generally below the 1931 level most of this year. Northwestern f.o.b. prices tended downward almost continuously since the opening of the season. Strawberries also brought relatively poor prices, partly because of inferior quality of some crops. Grapes started the season rather discouragingly, but a slight improvement occurred later. Returns from juice grapes in California, however, were especially low. Pears were low most of the year, and part of the western crop was unharvested. Citrus prices were generally fair.

PLEASE LOOK OVER YOUR FILE of Division Letters for 1932 and promptly request copies of any missing numbers. Bear in mind that no D.L. was published for Jan. 1, Sept. 2, Sept. 23, Nov. 4, Nov. 25, Dec. 9 and Dec. 23. There has been a total of 46 issues this year.

- MARKET NEWS SERVICE -

1b. LIBERAL MOVEMENT OF FLORIDA BEANS AND PEAS EXPECTED SOON

In a letter of mid-December, J. B. Owens wrote that Florida snap beans were showing only fair to ordinary quality, some fields being infested with a "white mold." A later letter, dated Dec. 22, reports improved conditions:-

"Growing conditions in south Florida have been unusually good during the past six weeks, with the result that crops in general are in excellent condition. In the Lake Okeechobee region, the 4,000 to 5,000 acres of beans planted after the first week in November have made a very rapid growth and many fields will come into bearing about the 10th or 15th of January. If no serious damage happens to this crop, there will be a heavy movement during January and February. If there happens to be a frost or some other disaster, it would hardly be so general as to kill over 50% of the present crop. This opinion is based on the fact that this winter acreage is practically all located on islands or on land close-in to the Lake, and extends from north of Canal Point around to Clewiston. This is quite a large area, and it is not very probable that one cold wave would get all of the acreage.

"Bean acreage in the Pompano section is reported to be slightly increased over that of last year. When the major part of the fall crop in the Lake Okeechobee section was drowned out, growers on the Coast figured that they could increase their plantings and move most of them before the Lake section would be able to produce another crop. Judging from progress of the crops in the two sections, the latter part of January probably will see an extremely heavy movement. The crop around Pompano is reported to be in excellent condition, with quality running generally good.

"The f.o.b. markets at Pompano and Belle Glade have shown a downward tendency for the past two weeks, with a very decided drop the first part of this week. However, it is expected that there will be a fairly active demand for good-quality beans, around the present price levels, for several weeks yet.

"Plantings of green peas in the Lake Okeechobee section have been estimated by various parties at 1,500 to 3,500 acres, the general average being 2,000 to 2,500 acres. Condition of the crop is excellent, and under normal conditions there will be quite a heavy movement of peas from this section. Several cars have already been shipped, but the main movement will not begin until about the middle of January."

2b. RECENT NEWS ON MICHIGAN POTATOES AND ONIONS

R. E. Keller sent the following report under date of Dec. 27:-

"Milder weather during the past week has opened up trading for Michigan potatoes and onions, although the pre-holiday period curtailed normal demand for these products. Rainy weather on Thursday, Friday and Saturday of last week softened country roads and checked the truck movement, thus offering a stimulus to rail business from warehouse holdings.

"The rail movement to date of Michigan potatoes totals 3,135 cars, compared with 2,870 a year ago, indicating an increase over last year's shipments. Michigan is one of the very few late-crop States showing an increase in rail movement of potatoes. However, this is not so much an index of actual crop movement as it is of a slight gain in rail shipments over those

by motor truck. Truck movement continues heavy except when weather is unusually inclement. Such shipments largely supply the Detroit, Toledo, Vincennes, Terre Haute, Indianapolis, and other large nearby markets. Old-line potato dealers are paying the farmers 25-30¢, mostly 25¢ bulk per cwt. of U.S. No. 1 stock. Truckers are reported paying 25-35¢, according to locations of their purchases.

"Onion sales are now being made in about the same channels, with the very finest large stock selling at 30-32¢ per 50-pound bag, and some of the smaller sizes as low as 25¢. Many of the present onion shipments are from cash purchases of buying representatives of terminal receivers, joint-account shipments, and rollers for delivered sales. F.o.b. sales are light. Onions are being trucked to all the nearby markets, but, as most of the Michigan stock is destined to distant points beyond the trucking range, such movement is not so heavy as for potatoes. Dealers and farmers report quite heavy damage from freezing to onions in temporary storage during the cold weather."

3b. THE MAINE POTATO SITUATION

V. H. Nicholson wrote from Presque Isle on Dec. 23 as follows:-

"The Maine potato market has weakened slightly during the last two days. Increased haulings from the growers' storages and a very sluggish demand from the terminal markets combined to produce a weaker situation. The price to growers dropped to mostly 70¢ per barrel, with some shippers offering only 65¢.

"While there have been a few cars billed to the midwestern markets during the past week, the distribution has improved only slightly. Most of the cars shipped to points along the coast south of New York City have been moving via Searsport; of the total freight shipments of 615 cars so far this week, 176 have been billed to Searsport for re-shipment. There are several cars of seed stock moving daily, mostly to points in New Jersey, Long Island and Florida, with an occasional car to Virginia.

"Shipments to date amount to 11,700 cars, compared with 17,000 to the corresponding date last season. If we assume that 40,000 cars will be moved during the entire season, - and that is the most usual estimate,- it means that Maine has yet to ship approximately 28,000 cars. From December 26 to the end of last season movement totaled 36,000 cars.

"The consensus of opinion among Maine shippers has been that an improved market might be expected after the holidays. While the present trend is in the opposite direction, the seasonal trend is generally upward around the first of the year. Although growers have been hauling more freely during the last few days, probably to raise cash for Christmas shopping, it is thought this may be only a temporary development. It appears that many growers are holding the bulk of their crop for around $1 per barrel."

4b. ADDITIONAL SUMMARIES ISSUED

The Washington office recently distributed the following summaries:-

"Marketing Strawberries from the Ozark Section of Missouri, 1932 Season," by R. G. Risser.

"Marketing Florida Strawberries, 1932 Season," by R. M. Peterson.

"Marketing Imperial Valley Lettuce, 1932 Season," by A. E. Prugh and L. T. Kirby.

5b. AN EXCELLENT SUMMARY OF THE NORTHWESTERN APPLE AND PEAR SITUATION

The following summary on northwestern fruit appeared in a recent review at Portland, over the names of J. D. Hamilton and W. D. Hull:-

Apple markets are most discouraging, with prices on nearly all lines barely equal to packing costs and with generally low returns to most of the growers. The current limited movement is characteristic of the holiday season, as all Christmas requirements were filled prior to December.

"Apple prices have registered a constant decline during the entire 1932 season to date, with the earlier sales showing the best returns in nearly every instance. Fair returns were obtained on first Jonathan, Delicious, Winesap, and Newtown sales; but all varieties have now sunk to a common f.o.b. level of 60-90¢ per box of Extra Fancy grade depending on variety and quality. Jonathans and Delicious are causing particular anxiety at the present time. Jonathans, now in common storage in the Wenatchee district and in cold storage at Yakima, are showing heavy loss, due to soft scald and rapid ripening. Warm weather in all districts until mid-November is shortening the life of all common-storage stock. Delicious are in primary storage in unusually large volume, due to this year's heavy production, with only ordinary market movement to date. As a result, prices for Extra Fancy grade have declined from opening values of $1.15-$1.30 to 85-90¢ this week, with cash transactions at 75¢. Shippers are in full sympathy with growers in their desire to maintain present values and are stubbornly resisting the downward buying pressure. But the volume of weak stock, demanding immediate consumption, renders maintenance of these values very difficult. Winesaps are quoted about on a parity with Delicious, but the outlook for this variety is more favorable, with only moderate stocks unshipped and with most holdings apparently in good order, permitting late-winter movement.

"Foreign auctions last week, reduced to f.o.b. values by deduction of exchange discounts, freight, and selling expenses, realized from 4¢ to 30¢ per box for Extra Fancy stock. Occasional auction returns, both foreign and domestic, netted somewhat less than freight costs. Newtowns, quoted early in the season around $1.25 for Extra Fancy, are now finding slow movement at 75¢ f.a.s. northwestern ports, on export sizes.

"Little apple activity is anticipated until mid-January. Great Britain, now drawing the greater portion of supplies from Canada, will have exhausted that source within the next 60 days, according to shippers' anticipations at present, and will start calling for U.S. boxed apples for arrival in February and March. Continental trading continues upset, as a result of the myriad of quotas, exchanges, and various political and economic difficulties. Domestic markets have shown greatest recovery in the Gulf States, with private trading resulting in a very satisfactory distribution in that sector.

"One recent development of interest is the considerable resumption of trading in 3rd grade, or wrapped and packed C Grade apples for export, at 35-40¢ per box f.o.b. These values, of course, leave practically no returns for the fruit, and represent simply the cost of box shook and packing expenses.

"Pear markets are quite comparable to those for apples. D'Anjous, ordinarily consistent sellers at $1.50-$2.25 per box f.o.b. shipping points, are now down to $1 or less. Boscs, at their peak normally during December and early January, are selling in eastern auctions at less than transportation costs in some instances, and some Bosc shippers are contemplating non-shipment of their remaining stocks. A few Winter Nelis are selling for export around 50¢ per box."

6b. COLD WEATHER IN SOUTHERN TEXAS

W. D. Googe wrote as follows from Brownsville, Texas, some days ago:-

"For more than 10 days the lower Rio Grande Valley and the balance of Texas has had unseasonable weather that interfered more or less with the growing, harvesting and marketing of fruits and vegetables. South of a line through San Antonio and Houston, light rains and misty weather prevented killing frosts until the night of Dec. 16, when the following low temperatures were reported: Brownsville 30, Corpus Christi 28, Laredo 22, San Antonio 24, Houston 22 degrees. The skies cleared about 3 a.m. and Saturday, the 17th, was clear and cold. A heavy frost was predicted for Saturday night, but a shift in the direction of the wind brought clouds which kept temperatures slightly above freezing in this section of the State. Weather predictions indicated that during the coming week cold weather will prevail, with perhaps continued rains and mists.

"In the lower Valley little damage is believed to have been done to vegetables other than the last of the fall crop of snap beans, eggplant, peppers, tomatoes, potatoes, etc. The volume of these had been fairly well cleaned up, and the total loss will be slight. The spring crops of these commodities generally have not been planted, but will be within the next 30 days. Cabbage, carrots, beets, broccoli, spinach, peas, and other vegetables, which make up the bulk of the winter movement, apparently have suffered no damage here, and it is too early to obtain reliable information on the loss in those sections just north of us, where temperatures approached a low of 20 degrees. No damage to citrus in the Valley has been reported."

7b. VEGETABLE MARKETS IN THE PACIFIC NORTHWEST

T. R. Hall included the following comments in a review at Seattle:-

"The recent cold weather has killed most vegetables which still remained outdoors on the farms in western Washington and Puget Sound districts. Bunched beets and carrots have advanced in price in the Coast markets and local supplies are practically cleaned up, so that California bunched stock is now being largely relied upon for the demand in Portland and Seattle. A few local topped carrots are being quoted to the retail trade as high as $1.25 per apple box. Locally-grown cabbage is meeting a fairly good demand at $1.50-$1.75 per 60-pound crate. Celery is being withdrawn from storages and moving into retailers' hands on the basis of 75¢-$1 per crate of 2½ to 3-dozen stalks."

8b. ONION NEWS FROM THE NORTHWEST

J. D. Hamilton included the following comments in a recent review:-

"Yakima onions are showing heavy losses in storage, although no scarcity of storage stocks is suggested yet. Oregon's onion market continues firm. Oriental markets have proved of great value this season, with loadings through the port of Portland during October 587,200 pounds and during November 1,081,220 pounds. Exports to Cuba for the month of November totaled 397,000 pounds."

9b. A GOOD REPORT ON CONVENTION OF MARKETING OFFICIALS

Summaries of the various addresses, made by members of the F. & V. staff and others at meetings of the National Association of Marketing Officials in Washington on Dec. 13 and 14, were published in "State and Federal Marketing Activities" dated Dec. 14.

10b. NOTES ON WESTERN NEW YORK CROPS

Below are excerpts from recent letters by R. L. Sutton, at Rochester:-

"The freezing temperatures that occurred in California served to stimulate the New York celery market. From price levels of 75-90¢, the f.o.b. market advanced to $1.25-$1.40 within a few days. Much stock was taken for speculation and most of it has been moved from the hands of the growers. However, following the 'dead line' for the shipment of celery for the holiday trade, which occurred the first part of last week, there has been comparatively little interest in this commodity. At the opening of this week, some operators are receiving inquiry for New Year's trade. From now until the wind-up of the season, the most detrimental factor to contend with will be the rapid decline in condition of the storage stock. Most holdings could be classed as fair to ordinary, with considerable 'soft' stock on hand. It is usually taken for granted that after the first of January very little celery of good quality and condition remains in storage in western New York. The holdings through Dec. 23 amounted to 144,800 crates, or enough to fill approximately 575 cars. Since the 23rd, about 93 cars have started to market. It is estimated that the total carlot outturn for this season will run close to 4,500 cars, or 600 more than last year. The storage shrink and movement by truck will tend to hold back the rail shipments for the balance of the season.

"The potato market continues rather dull. Prices paid to growers hold mostly at 27-30¢ bulk per bushel for U.S. No. 1's. A few at 1-2¢ lower are obtained, when the dealer does the hauling.

"Cabbage prices have declined slightly. The extent of f.o.b. buying is limited, with some weakness apparent on the part of the sellers. Local dealers are not disposed to buy much at present, partly because the growers will not turn loose at the lower prices being offered. The usual growers' price-range is $3.50-$4, although some operators are offering low as $3 a ton.

"The onion market seems to have a long lease on the phrase 'dull.' Transactions at shipping point are very scarce."

11b. MOTOR TRUCKS CUTTING DOWN CARLOT RECEIPTS IN TULSA AND VICINITY

R. B. Landrum recently wrote from Tulsa, Okla., that carlot receipts in that city and nearby points so far this season have been about 25% less than for the same period last year. This is accounted for largely by the competition of shipments by truck. Tulsa, for example, is well located to receive truckloads from such districts as Texas, Louisiana and Colorado. Mr. Landrum adds:-

"A number of shippers have regular truck lines in operation to these markets, and, as in the case of Texas grapefruit, jobbers are placing orders through brokers for truckloads instead of carlots, claiming that it is impossible to handle a larger volume at one time.

"One Tulsa dealer recently purchased a car of California cauliflower, paying 57¢ f.o.b. or about $1.15 delivered. At the time this car arrived, truck operators were selling Colorado cauliflower for considerably less than this price, which was very low. In order to dispose of the car within a reasonable time, the receiver found it necessary to sell below cost, to meet this truck competition. It is claimed to be impossible for dealers to handle Colorado onions in carloads, these being trucked in for much less than the cost of delivery by rail."

- B. C. BOREE.

TEMPORARY FIELD STATIONS OF MARKET-NEWS SERVICE

Stations	Mail List	In Charge	Reports	First Bulletin	Probably will close
ROCHESTER, N. Y.* 300 Terminal Bldg.	837	R. L. Sutton	Onions	Sept. 1	April 8
			Carrots	Sept. 1	May 20
			Cabbage	Sept. 1	March 25
			Celery	Sept. 1	Jan. 14
			Apples	Sept. 8	May 20
			Potatoes	Oct. 10	May 20
PRESQUE ISLE, ME.* Hedrich Block	842	V. H. Nicholson	Potatoes	Sept. 14	April 29
WAUPACA, WIS.* Court House	894	A. M. McDowell	Potatoes	Sept. 15	March 25
IDAHO FALLS, IDAHO 230 Federal Bldg.	845	R. G. Risser	Potatoes	Sept. 19	May 6
WINTER HAVEN, FLA.* DeWitt-Taylor Bldg.	920	H. F. Willson	Citrus	Nov. 1	May 20
BROWNSVILLE, TEXAS* Chamber of Commerce	931	W. D. Googe	Citrus	Nov. 1	April 1
			Vegetables	Dec. 1	June 1
GRAND RAPIDS, MICH.* 412 P. O. Bldg.	895	R. E. Keller	Cnions	Nov. 7	April 1
			Potatoes	Nov. 7	May 20
POMPANO, FLA.*	937	J. B. Owens	Beans	Dec. 28	April 15
			Peppers	Dec. 28	April 15
			Tomatoes	Jan. 16	April 15
PLANT CITY, FLA.*	850	R. M. Peterson	Strawberries	Jan. 3	April 1
BRAWLEY, CALIF.* Planters Hotel Bldg.	933	A. E. Prugh	Lettuce	Jan. 12	March 25
SANFORD, FLA.*	910	R. E. Winfrey	Celery	Jan. 16	April 29

The following station probably will close on date indicated:

PHOENIX, ARIZ.* 602 Security Bldg.	815	A. E. Prugh	Lettuce	Nov. 29	Jan. 7

* State cooperating.

W. D. Hull in Portland, Oregon.

FIELD MEN should study this table each week and advise the Washington office promptly of necessary changes to keep it up to date.

- INSPECTION SERVICE -

1c. SPECIAL INSTRUCTIONS REGARDING WATERCORE IN APPLES

The question of invisible watercore has been raised on several occasions quite recently, and it is reported that Government inspectors, when questioned, have advised the buyers that invisible watercore is a matter of good complaint, if the apples are bought for storage purposes.

Considerable experimental work regarding the effect of watercore upon the keeping qualities of apples has been done by specialists in the Horticultural Division of the Bureau of Plant Industry, who have advised that slight watercore in Winesaps and Newtowns is absorbed during storage and the keeping quality of the apples apparently is not affected. Serious watercore, however, which covers a considerable area of a cross section of the apple, is not absorbed and may ultimately result in breakdown of the fruit earlier than would otherwise have occurred. Watercore in other varieties apparently is not absorbed so readily, and seems to lead to earlier breakdown than would be expected in normal fruit.

For reasons given above,- in making inspections for invisible watercore, that which is bad should be reported separately from slight watercore. Slight watercore usually occurs around the vascular bundles, but no watercore should be scored as bad unless the watercore spots around the vascular bundles and the core practically run together. As a rule, bad or heavy watercore is that which involves one-fifth or more of the area in the center cross-section of the fruit.

2c. CROP DAMAGE IN THE NORTHWEST

Reports received through Wendell P. Brown, Federal-State Supervising Inspector at Olympia, Wash., indicate that flood waters in Snohomish County recently caused considerable damage. Fully 170 acres of various vegetable crops were badly damaged and a considerable tonnage of potatoes in storage was ruined. High water also damaged some 90 acres of vegetables in Skagit County, and a freeze caught a large acreage of potatoes and cabbage.

3c. CHANGES IN LIST OF PAST-DUE ACCOUNTS

The following should be added to list of Past-Due Accounts:

Tropical Fruit Company,	Toledo, Ohio	$5.50
Ebel Brokerage Company,	New Orleans, La.	1.00
Bassett Packing Company,	Bassett, Calif.	4.00
Sam Morton,	Hamilton, Montana	4.00
Bacon Brothers,	Chicago, Ill.	16.00

The following should be taken from list of Past-Due Accounts:

Standard Fruit and Produce Company,	Providence, R. I.	$13.18

4c. ENCLOSURE FOR INSPECTORS

"Bruising and Freezing Injury of Apples in Storage and Transit," by Dean H. Rose and J. M. Lutz of B.P.I., is a six-paged mimeographed report sent with this D.L.

5c. AN IMPORTANT LETTER FROM SOUTHERN TEXAS

Hart T. Longino wrote as follows from Harlingen, Texas, on Dec. 23:-

"Continued rains the past 10 days have cut down vegetable movement considerably. Practically all shippers had more orders than could be filled on account of wet weather. We have had quite a lot of misty cold weather, which has helped practically of the crops. The cold has checked insects, and the quality of cabbage, beets, turnips and carrots will be good.

"The Winter Garden section will get under way with a heavy movement of spinach by January 15. Cold weather, along with continued rains in that section, has been very beneficial to the crops. The Corpus Christi territory perhaps will open for inspection work in the early part of January. The heavily increased acreage in that dry-land section has been benefited by the rains and cold.

"I am unable to get a grade definition of brands packed by the many shippers not using the Inspection Service. However, our Daily Market List, which is being mailed to practically all markets from the Austin office, will give a complete list of shippers using certification, their brands, and the corresponding U.S. grades. Shippers using the Inspection Service are glad to know that their brands will be given publicity in all of our market inspection offices.

"I am again invited to appear on the Annual Citrus Institute Program to be held at Edinburg, Texas, January 17, 18, and 19. My subject will be 'Grading and Certification of Texas Citrus Fruit under U.S. Standards.' The program committee has suggested that a complete display of standard packs and classifications be arranged in the lobby of the College auditorium. They insist that the address be submitted for publication, although they do not expect me to read the paper or follow the information closely in my discussion. I am very glad to have the opportunity to discuss the importance of grading citrus directly with the growers, and this will give me a hearing before all of the leading growers in this section.

"The exhibit at the Annual Citrus Fiesta at Mission was very complete, and created considerable comment. There were 14 full boxes, along with an extensive display of loose fruit grouped to illustrate the various classifications. A cull bin was arranged to demonstrate what quality should not be packed in standard brands.

"The Department has recently been called upon by the Fat Stock Show, to be held at Fort Worth in March, for a citrus-fruit booth, similar to the one arranged at the Dallas State Fair. I feel sure that the Texas shippers will donate the fruit required, if available at that time. The Department will finance the cost of keeping one licensee in charge of thedisplay during the two weeks of the Fat Stock Show.

"The trucking business has been so extensive that growers are realizing the necessity for teaching consumers in nearby markets what the best quality in Texas fruit should look like. We are glad to participate in this educational work, as it means an encouragement for better packing at this end."

6c. NOVEMBER INSPECTIONS IN WASHINGTON AND WEST VIRGINIA

The tabulation of November shipping-point inspections, published on page 683 of the last D.L., should have added to it 3,692 for the State of Washington and 411 for West Virginia, making a total of 16,766 inspections that month.

TEMPORARY HEADQUARTERS OF SHIPPING-POINT INSPECTION WORK

State	Supervisor	Products	Approximate date of Opening	Closing
TEXAS:	H. T. Longino, Madison Hotel, P. O. Box 638, Harlingen, Texas	Citrus Vegetables	Oct. 1 Nov. 1	March 15 March 15
ARIZONA:	E. L. Ruch, 610 Security Bldg., Phoenix, Ariz.	Fruits & vegetables	Nov. 25	Jan. 15
	R. H. Bertelson, Ville de Paris Bldg., Nogales, Ariz.	Mexican vegetables	Dec. 1	May 1

REPORTS on the following products can be obtained from offices indicated:
Indiana onions..... Federal-State Inspection, Court House, Warsaw.
Michigan onions..... Federal-State Inspection, Plainwell, Michigan.
Indiana sweet potatoes... Indianapolis office.

7c. INTERESTING NEWS ON ARIZONA LETTUCE INSPECTIONS

E. L. Ruch wrote as follows from Phoenix in a letter dated Dec. 21:-

"The inspection deal in this district has been going good, except on several rainy days last week. Freezing injury has started, and practically all cars show a small percentage of slightly discolored head or wrapper leaves caused from freezing. This condition probably will continue to develop and, in a short time, U.S. No. 1 lettuce will be very scarce. Solidity is good, but there are some open and rib-bursted heads, We inspected 80 cars yesterday, of which 35 made grade. Very few cars made standard-pack requirements on account of irregular sizing. We shall have close to 100 cars today (Dec. 21) and believe it will be our peak day. Will also pass last fall's total inspections today. We should inspect all but about 15 cars loaded today."

8c. A CORRECTED TABULATION OF RECEIVING-POINT INSPECTIONS FOR NOVEMBER

Please turn to the tabulation on page 680 of the last Division Letter and cancel it by marking a large  across the page. Figures in the second column of that table are incorrect. The corrected tabulation will be published in next D.L.

9c. REVISED PART II FOR RECEIVING-POINT HANDBOOK

With this D.L., each inspector in a terminal market will receive a copy of the revised Part II, Receiving-Point Inspection Handbook. Be sure to destroy the copy which has been in use and substitute this new copy, which has 44 pages on 22 sheets of paper. See that your copy of the revision is complete.

- R. C. BUTNER.

- REGULATORY ACTIVITIES -

1e. ADDITIONAL HEARINGS UNDER THE P.A.C. ACT

The following hearings under the P.A.C. Act have been announced by the Department. C. P. Dorr, of the Solicitor's Office, has been assigned as examiner to preside at these hearings:-

1933 Jan.	Place	Parties Involved
6	Pittsburgh	Intermountain Co-op. Exchange, Inc., Kennewick, Wash. vs. J. H. Postel, Pittsburgh.
7	Pittsburgh	Joe Krauss, Foley, Ala. vs. R. Fisher & Son, Pittsburgh.
9	Cleveland	Puyallup & Sumner Fruit Growers' Assn., Puyallup, Wash. vs. The William Edwards Co., Cleveland.
10	Detroit	E. L. Chambless & Co., Fort Smith, Ark. vs. Andrews Brothers & Co., Inc., Detroit.
11	Detroit	F. E. Godfrey, Orlando, Fla. vs. Geo. A. Hanes Co., Detroit.
12	Detroit	Edward H. Doyle, Caribou, Maine vs. The Salter Corp., Detroit.
13	Detroit	Miller Cooperative Auction, Inc., Hammond, La. vs. A. Jacobs & Co., Detroit.
16	Chicago	The R. V. Dublin Co., Laredo, Texas vs. L. A. Gerstein & Co., Inc., Chicago.
17	Chicago	Horowitz Fruit Co., Detroit vs. Aaron Distributing Co., Inc., Chicago.
18	Chicago	H. Y. Minami & Sons, Guadalupe, Calif. vs. Shapiro Bros. Dist. Co., Chicago.
19	Chicago	Guadalupe Produce Co., Guadalupe, Calif. vs. Shapiro Bros. Dist. Co., Chicago.
20	Chicago	Frank Marshke, Berrien Springs, Mich. vs. M. Gugenheim & Co., Chicago.
23	Minneapolis	Nash-Corrigan Co., Yakima, Wash. vs. M. S. Katzmarek & Co., Minneapolis.
24	St. Paul	W. A. Murphy Brokerage Co., St. Paul vs. S. Goldish Co., St. Paul.
25	Minneapolis	E. M. McWilliams, Hope, Ark. vs. Twin City Celery Co., Minneapolis.
26	Sioux City, Iowa	Richey & Gilbert Co., Yakima, Wash. vs. Dakota Distributing Co., Sioux City.

- F. G. ROBB.

OFFICE NOTES:

H. V. DeMott, who has been associated with the Domestic Wool Section for several years, has now gone on extended furlough in New Jersey. This project is the one which has been handling cases of alleged excess profits on wool transactions made in 1918.

(over)

OFFICE NOTES, CONTINUED:

B. C. Boree expects to spend most of January on a field trip in the interest of the market-news work. He plans to confer with Bureau representatives and others at various middlewestern and southern points.

Wm. E. Lewis will be at Rochester on Jan. 4 and 5, attending a meeting of the New York State Vegetable Growers Assn., at which he will speak on "U.S. Grades for Sweet Corn for Canning Purposes." He will also confer at Rochester with State Department of Agriculture officials regarding grades for various products.

W. C. Hackleman returned to his headquarters in New York City shortly before Christmas. En route he stopped, with T. C. Curry, at Baltimore and together they made investigations of P.A.C. cases in that market.

W. A. Hilgeson, who had been stationed in the Washington office since early October, returned last week to his headquarters in Chicago. At present he is on a trip to Cleveland, Detroit, Marshall (Minn.), Milwaukee and Kansas City, investigating complaints filed under the P.A.C. Act.

J. A. Marks left Rochester about 10 days ago and returned to his headquarters in Pittsburgh office of the Inspection Service.

R. B. Landrum, of the Tulsa office, will be in Springfield, Mo., on Jan. 5 and 6, explaining the work of the Canned Fruit and Vegetable Grading Project at a meeting of the Western Ozark Canners Assn.

For the first time in many months, the Washington office of this Project has caught up on its grading work and the laboratory is being given a thorough cleaning, preparatory to a new rush of work in 1933.

L.C. Tate, of the Minneapolis market-news office, has gone to Denver on six-months' leave without pay.

R. E. Winfrey, who has been assisting with the market-reporting work in Chicago, will go to Sanford, Fla., by Jan. 13 to operate the field station on celery for the next four months.

A. E. Prugh probably will close the field station on lettuce at Phoenix, Ariz., by the end of next week and proceed to Brawley, Calif., where he will issue reports on Imperial Valley lettuce.

On the Market Station and Inspection Address lists, CHANGE residence address of R. M. Ferguson at Minneapolis to 4027 26th Ave. South; phone Dupont 9289. On the Inspection Office List, change residence address of A. H. Polster at Dallas to 1700 Greenville Ave.; phone 87-2819.

By executive order, Government offices in D.C. were granted holidays on Saturdays, Dec. 24 and 31, 1932.